

HAMPTON ROADS

Prioritization of Transportation Projects

Project Evaluation and Scoring



HAMPTON ROADS
TPO
TRANSPORTATION PLANNING ORGANIZATION

December 2010

T10-09

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TITLE:

Prioritization of Transportation Projects: Project Evaluation and Scoring

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ABSTRACT:

At its July 2010 meeting, the HRTPO Board approved the transportation project prioritization methodology report, which was the culmination of a year-long effort to create a tool for prioritizing projects.

The analysis, evaluation, and scoring of candidate transportation projects for the 2034 Long-Range Transportation Plan is summarized within the document. The document will serve as a guiding tool for the region to develop regional transportation priorities, which in turn will provide a framework for pursuit of funding for the region's transportation system. Furthermore, this document will be used for the development of a fiscally-constrained 2034 Long-Range Transportation Plan.

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OVERVIEW OF THE HRTPO PRIORITIZATION OF TRANSPORTATION PROJECTS

In July 2009, the Hampton Roads Transportation Planning Organization (HRTPO), with the support of the Virginia Department of Transportation (VDOT), and its consultant Kimley-Horn and Associates (KHA), embarked on the development of a program prioritization tool for regional transportation investments in Hampton Roads. The program prioritization tool serves to prioritize candidate regional transportation projects based on their technical merits and regional benefits in light of scarce financial resources.

The prioritization methodology evaluates transportation projects based on three components: Project Utility, Project Viability, and Economic Vitality. The Hampton Roads Program Priorities Methodology and associated report was approved by the HRTPO Board on July 21, 2010 and the HRTPO staff was directed to apply the methodology for the evaluation of candidate transportation projects under consideration for the 2034 Long-Range Transportation Plan (LRTP). The HRTPO staff conducted a thorough analysis of over 150 proposed candidate regional transportation projects (see Figure 1) as submitted by HRTPO member organizations and input from the public.

At the direction of the HRTPO Board, a single score has been produced for each project by adding the three component scores. The component scores as presented in the following pages are to facilitate understanding of how the projects arrived at a given total score and to provide the information needed for each reader to judge the value of a given project.

This document is intended to provide an overview of scores and facilitate their understanding in an efficient manner. One-page snapshots are included in this document for projects that have previously been part of regional priority discussions, plus additional high-scoring Interstate and Primary projects (see Figure 2 for a map of projects with single-page snapshots). Additionally, Appendix B includes maps of the estimated location of trip origins and destinations for some of the major regional projects in the year 2034. These were provided to the HRTPO Board at their November 2010 meeting as additional information in conjunction with the draft prioritization scores.

It is envisioned that the scoring of transportation projects will require periodic review and maintenance to reflect changes in project definition and project status. Of particular note is the recent emergence of public-private partnerships (“P3’s”) in funding transportation projects in the region. It is expected that the knowledge gained during the progression of this funding mechanism will inform the next iteration of the prioritization tool.

Figure 1: Map of All Candidate Projects.

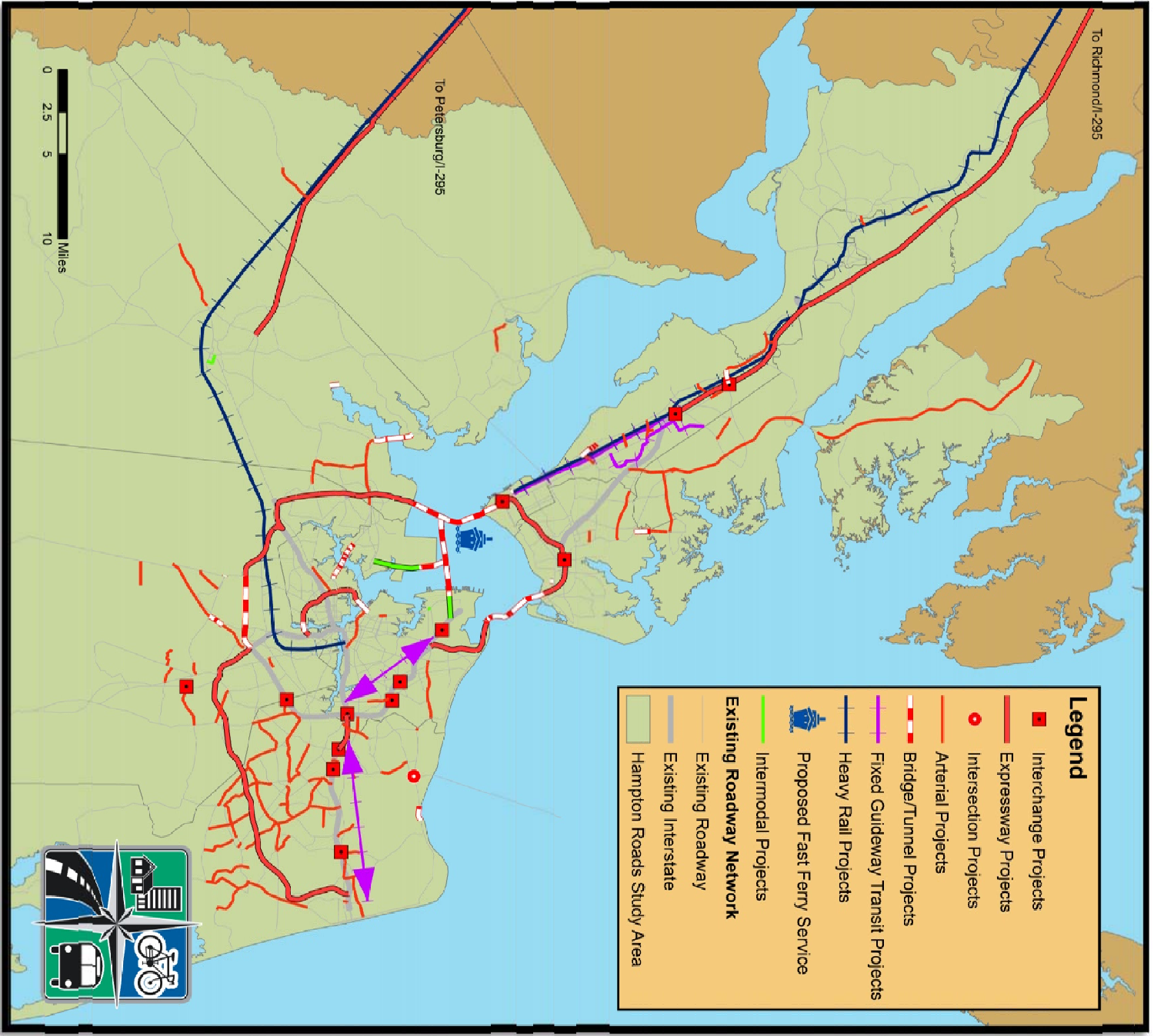
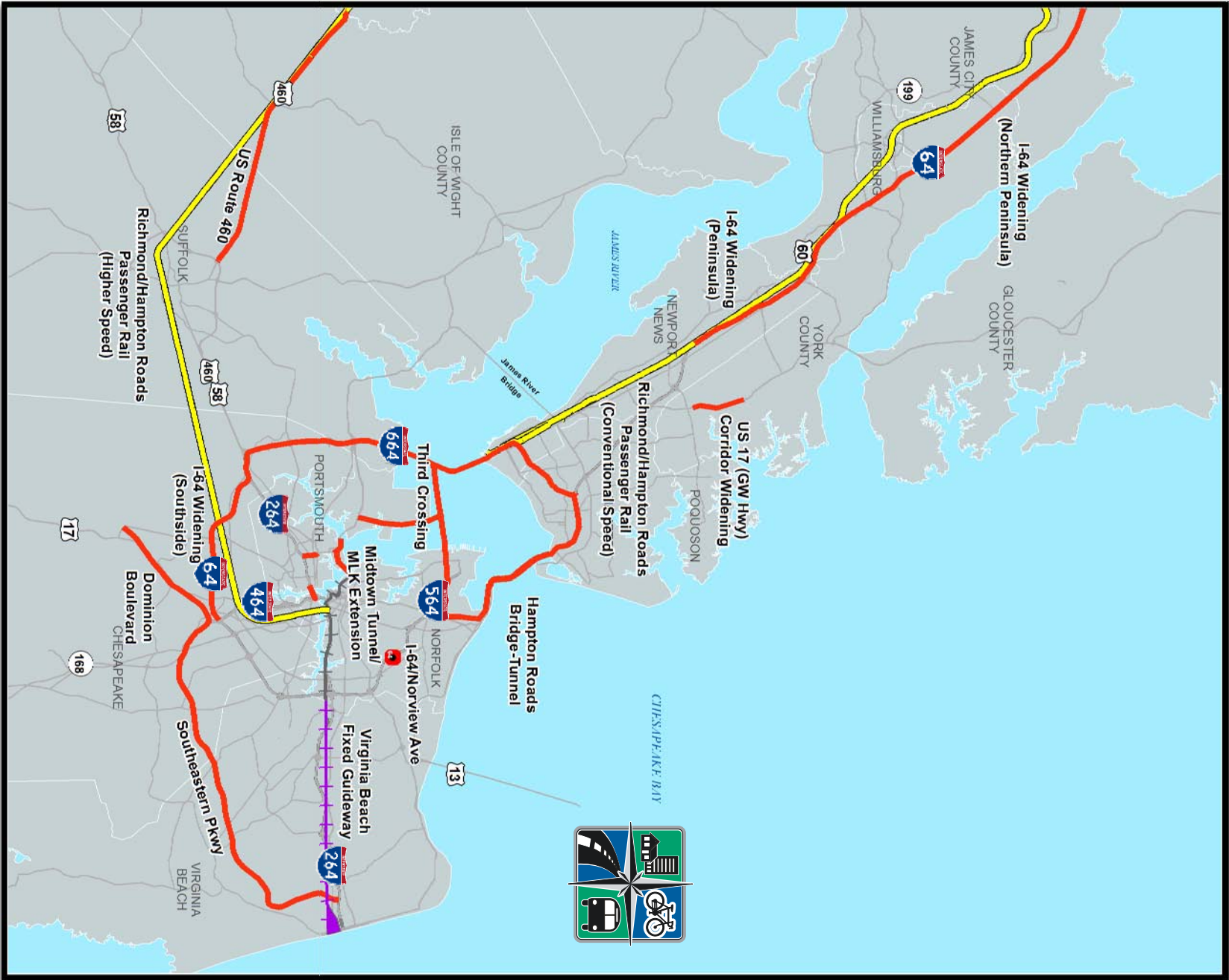


Figure 2: Map of Candidate Projects with One-page Snapshots



Bridge and Tunnel Projects

Table 1: Bridge and Tunnel Projects With Snapshots on Following Pages

See Appendix A for all “Bridge and Tunnel” project scores.

Project Name	From	To	Jurisdiction	Project Utility	Economic Vitality	Project Viability	Total Project Score
INTERSTATE							
HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Multi	75	95	38	208
Third Crossing: Craney Island Connector and Eastern E-W Tunnel Connector	VA 164	I-564	Multi	69	100	34	203
Third Crossing: Complete Implementation	Peninsula	Southside	Multi	71	100	30	201
Third Crossing: Craney Island Connector and East-West Bridge-Tunnel Connector	VA 164 & I-64	I-564	Multi	68	90	32	190
Third Crossing: East-West Bridge-Tunnel Connector	I-564	I-664	Multi	68	90	29	187
Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Multi	65	82	32	179
HRBT/I-64 (6-lane)	Settler's Landing Rd	I-64 / I-564 Junction	Multi	68	95	8	171
I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	CHE	75	85	0	160
PRIMARY							
Midtown Tunnel / MLK Freeway extension	Hampton Blvd	I-264	Multi	74	82	86	242
Dominion Boulevard	Oak Grove Connector	Cedar Road	CHE	95	45	81	221

Hampton Roads Bridge-Tunnel (8-lane Option)

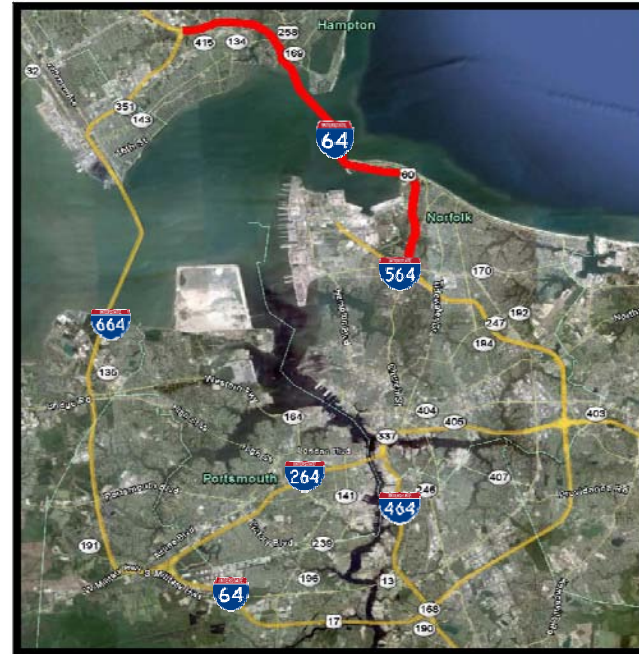
Project Description

SYSTEM: Interstate (Bridges and Tunnels)

FROM: I-64/I-664

TO: I-64/I-564

DESCRIPTION OF WORK: Per recent PPTA proposal submitted to VDOT, expand capacity across Hampton Roads from 4 lanes to 8 lanes and expand approaches from 4 lanes to 6 lanes.



Project Utility

75

Economic Vitality

95

Project Viability

38

Total Project Score

208

Estimated Total Construction Cost

\$3.5 to \$4.5 Billion

Cost Source: Virginia Department of Transportation PPTA Proposal

Summary of Prioritization Scores

- Development of an EIS for an expansion of the HRBT was recently begun. VDOT also recently received a PPTA proposal for the expansion and is accepting proposals for 120 days.
- Project reduces severe recurring congestion at the primary gateway to South Hampton Roads.
- Project significantly improves regional travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Prioritization Ranking

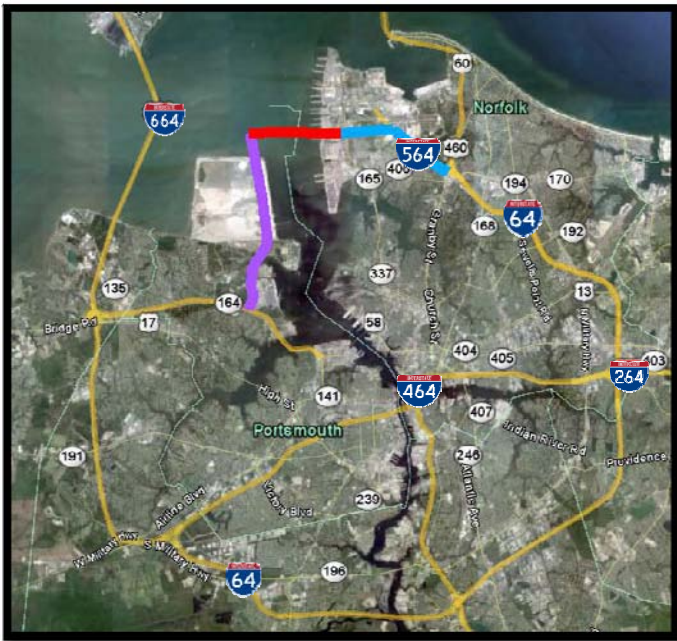
Project Name	From	To	Jurisdiction	Total Project Score
INTERSTATE				
HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Multi	208
Third Crossing: Craney Island Connector and Eastern E-W Tunnel Connector	VA 164	I-564	Multi	203
Third Crossing: Complete Implementation	Peninsula	Southside	Multi	201
Third Crossing: Craney Island Connector and East-West Bridge- Tunnel Connector	VA 164 & I-64	I-564	Multi	190
Third Crossing: East-West Bridge- Tunnel Connector	I-564	I-664	Multi	187
Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Multi	179
HRBT/I-64 (6-lane)	Settler's Landing Rd	I-64 / I-564 Junction	Multi	171
I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	CHE	160



Third Crossing: Craney Island Connector and Eastern E-W Tunnel

Project Description

- SYSTEM:** Interstate (Bridges and Tunnels)
FROM: I-64/I-564
TO: VA-164
DESCRIPTION OF WORK:
- **New 4-lane East-West Bridge-Tunnel connector from Craney Island to Norfolk**
 - **New 4-lane limited access Craney Island Connector from E-W B/T Connector to VA-164**
 - **New 4-lane limited access Intermodal Connector from I-564 to E-W B/T Connector; widen I-564**



Project Utility

69

Economic Vitality

100

Project Viability

34

Total Project Score

203

Estimated Total Construction Cost

\$2.1 Billion

Cost Source: Virginia Department of Transportation

Summary of Prioritization Scores

- This project is composed of components of the Third Crossing, which has a NEPA process completed and ROD rendered.
- The project provides a new access opportunity inside the Beltway and access to Craney Island.
- Project significantly improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
INTERSTATE				
HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Multi	208
Third Crossing: Craney Island Connector and Eastern E-W Tunnel Connector	VA 164	I-564	Multi	203
Third Crossing: Complete Implementation	Peninsula	Southside	Multi	201
Third Crossing: Craney Island Connector and East-West Bridge- Tunnel Connector	VA 164 & I-64	I-564	Multi	190
Third Crossing: East-West Bridge- Tunnel Connector	I-564	I-664	Multi	187
Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Multi	179
HRBT/I-64 (6-lane)	Settler's Landing Rd	I-64 / I-564 Junction	Multi	171
I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	CHE	160



Third Crossing: Complete Implementation

Project Description

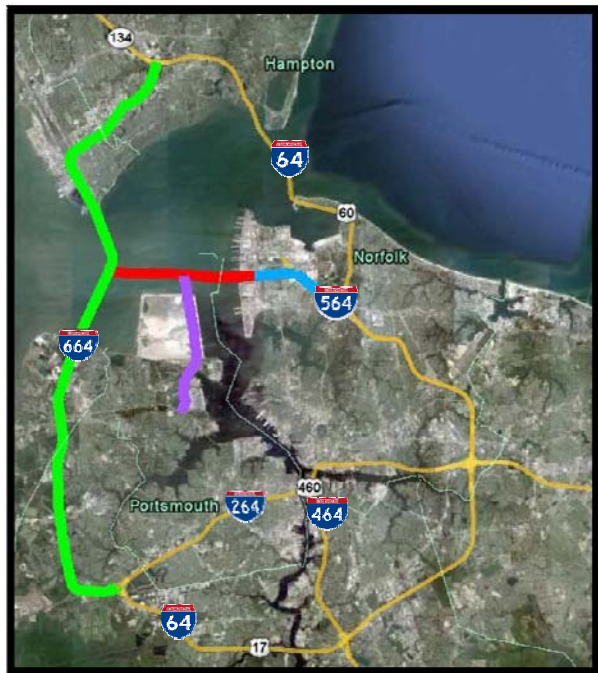
SYSTEM: Interstate (Bridges and Tunnels)

FROM: Peninsula

TO: Southside

DESCRIPTION OF WORK:

- **New 4-lane multimodal East-West Bridge-Tunnel connector from I-664 to Norfolk,**
- **New 4-lane limited access Craney Island Connector from E-W B/T Connector midpoint to VA-164,**
- **New 4-lane limited access multimodal Intermodal Connector from I-564 to E-W B/T Connector; widen I-564**
- **Widen I-664 to 6-lanes (CH/SU) and 8-lanes plus multi-modal lanes (NN/HM)**



Project Utility

71

Economic Vitality

100

Project Viability

30

Total Project Score

201

Estimated Total Construction Cost

\$5.4 Billion

Cost Source: Virginia Department of Transportation

Summary of Prioritization Scores

- The Third Crossing Complete Implementation project has a completed NEPA process and ROD rendered.
- The project provides new multi-modal options between the Peninsula and Southside and associated benefits of a new facility (Craney Island access, evacuation routes).
- Project significantly improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
INTERSTATE				
HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Multi	208
Third Crossing: Craney Island Connector and Eastern E-W Tunnel Connector	VA 164	I-564	Multi	203
Third Crossing: Complete Implementation	Peninsula	Southside	Multi	201
Third Crossing: Craney Island Connector and East-West Bridge- Tunnel Connector	VA 164 & I-64	I-564	Multi	190
Third Crossing: East-West Bridge- Tunnel Connector	I-564	I-664	Multi	187
Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Multi	179
HRBT/I-64 (6-lane)	Settler's Landing Rd	I-64 / I-564 Junction	Multi	171
I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	CHE	160



Third Crossing: East-West Bridge-Tunnel Connector & Craney Island Connector

Project Description

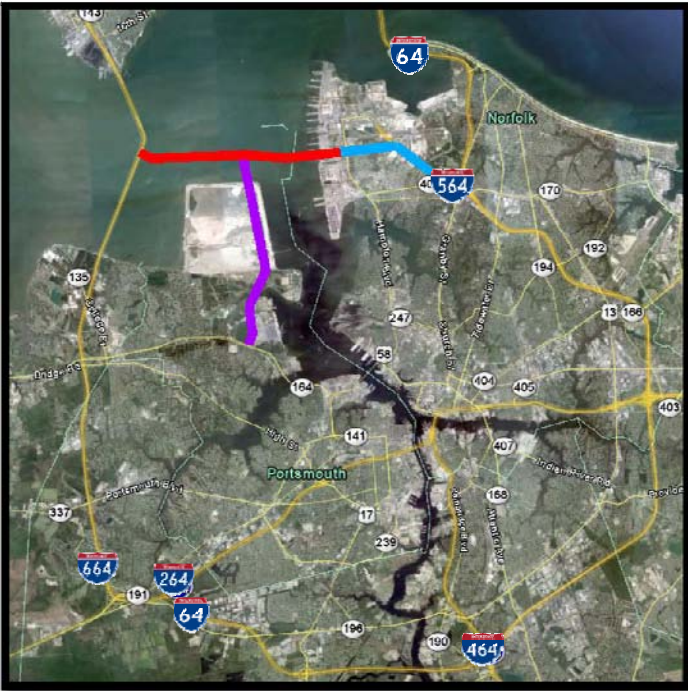
SYSTEM: Interstate (Bridges and Tunnels)

FROM: I-64/I-564

TO: I-564 (Future) / I-664 & VA-164

DESCRIPTION OF WORK:

- **New 4-lane multimodal East-West Bridge-Tunnel connector from I-664 to Norfolk**
- **New 4-lane limited access Craney Island Connector from E-W B/T Connector to VA-164**
- **New 4-lane limited access multimodal Intermodal Connector from I-564 to E-W B/T Connector**
- **Widen I-564 from I-64 to future Intermodal Connector to 8-lanes**



Project Utility

68

Economic Vitality

90

Project Viability

32

Total Project Score

190

Estimated Total Construction Cost

\$2.9 Billion

Cost Source: Virginia Department of Transportation

Summary of Prioritization Scores

- This project is a component of the Third Crossing which has a NEPA process completed and ROD rendered.
- The project provides a new access opportunity inside the Beltway and evacuation route.
- Project improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
INTERSTATE				
HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Multi	208
Third Crossing: Craney Island Connector and Eastern E-W Tunnel Connector	VA 164	I-564	Multi	203
Third Crossing: Complete Implementation	Peninsula	Southside	Multi	201
Third Crossing: Craney Island Connector and East-West Bridge- Tunnel Connector	VA 164 & I-64	I-564	Multi	190
Third Crossing: East-West Bridge- Tunnel Connector	I-564	I-664	Multi	187
Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Multi	179
HRBT/I-64 (6-lane)	Settler's Landing Rd	I-64 / I-564 Junction	Multi	171
I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	CHE	160

INTERSTATE 564 **Third Crossing: East-West Bridge-Tunnel Connector**

Project Description

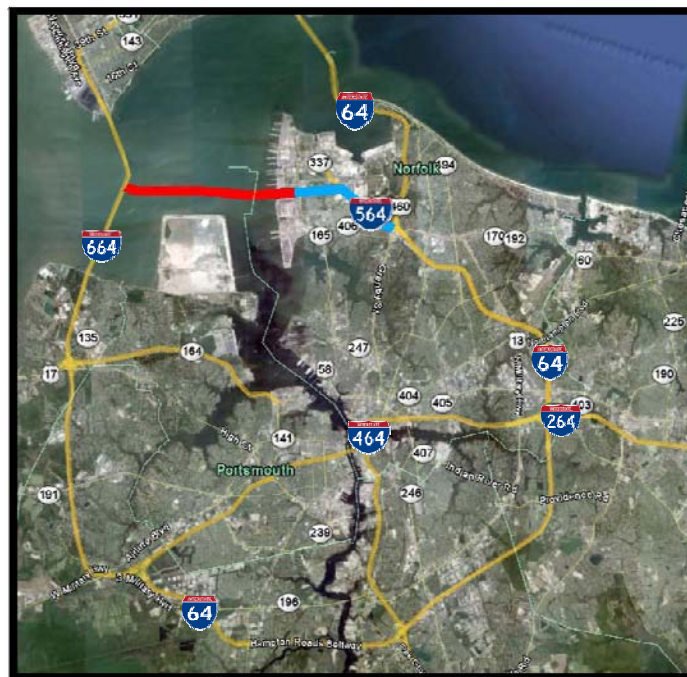
SYSTEM: Interstate (Bridges and Tunnels)

FROM: I-64/I-564

TO: I-564 (Future) / I-664

DESCRIPTION OF WORK:

- **New 4-lane multimodal East-West Bridge-Tunnel connector from I-664 to Norfolk**
- **New 4-lane limited access multimodal Intermodal Connector from I-564 to E-W B/T Connector**
- **Widen I-564 from I-64 to future Intermodal Connector to 8-lanes**



Project Utility

68

Economic Vitality

90

Project Viability

29

Total Project Score

187

Estimated Total Construction Cost

\$2.2 Billion

Cost Source: Virginia Department of Transportation

Summary of Prioritization Scores

- This project is a component of the Third Crossing which has a NEPA process completed and ROD rendered.
- The project provides a new access opportunity inside the Beltway and evacuation route.
- Project improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Prioritization Ranking

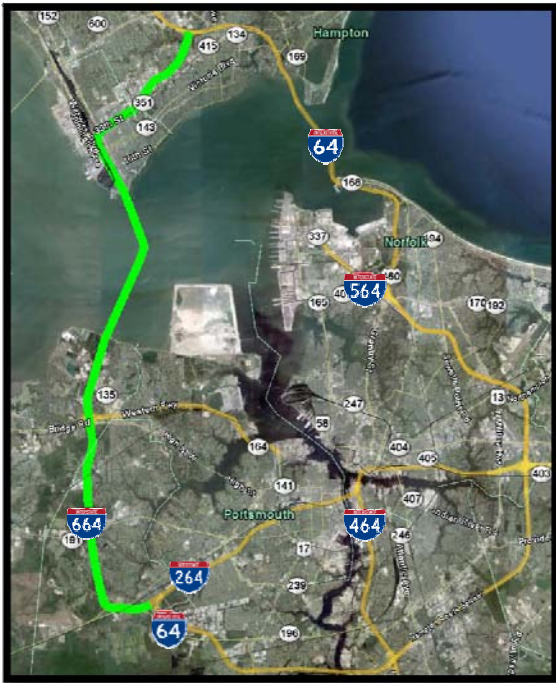
Project Name	From	To	Jurisdiction	Total Project Score
INTERSTATE				
HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Multi	208
Third Crossing: Craney Island Connector and Eastern E-W Tunnel Connector	VA 164	I-564	Multi	203
Third Crossing: Complete Implementation	Peninsula	Southside	Multi	201
Third Crossing: Craney Island Connector and East-West Bridge- Tunnel Connector	VA 164 & I-64	I-564	Multi	190
Third Crossing: East-West Bridge- Tunnel Connector	I-564	I-664	Multi	187
Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Multi	179
HRBT/I-64 (6-lane)	Settler's Landing Rd	I-64 / I-564 Junction	Multi	171
I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	CHE	160



Third Crossing: I-664 Widening

Project Description

SYSTEM: Interstate (Bridges and Tunnels)
FROM: I-64/I-264/I-664 at Bowers Hill
TO: I-64/I-664 at Coliseum
DESCRIPTION OF WORK: Widen I-664 to 6-lanes (CH/SU) and 8-lanes (NN/HM)



Project Utility

65

Economic Vitality

82

Project Viability

32

Total Project Score

179

Estimated Total Construction Cost

\$2.5 Billion

Cost Source: Virginia Department of Transportation

Summary of Prioritization Scores

- This project is a component of the Third Crossing which has a NEPA process completed and ROD rendered.
- Project would expand capacity between Peninsula and Southside and improve recurring congestion at Bowers Hill.
- Project improves regional travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
INTERSTATE				
HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Multi	208
Third Crossing: Craney Island Connector and Eastern E-W Tunnel Connector	VA 164	I-564	Multi	203
Third Crossing: Complete Implementation	Peninsula	Southside	Multi	201
Third Crossing: Craney Island Connector and East-West Bridge- Tunnel Connector	VA 164 & I-64	I-564	Multi	190
Third Crossing: East-West Bridge- Tunnel Connector	I-564	I-664	Multi	187
Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Multi	179
HRBT/I-64 (6-lane)	Settler's Landing Rd	I-64 / I-564 Junction	Multi	171
I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	CHE	160



Hampton Roads Bridge-Tunnel (6-lane Option)

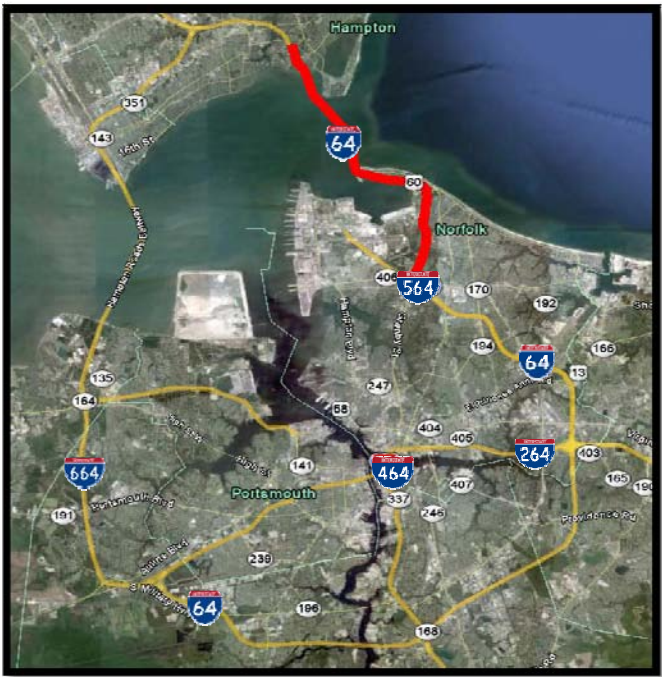
Project Description

SYSTEM: Interstate (Bridges and Tunnels)

FROM: Settler's Landing Road

TO: I-64/I-564

DESCRIPTION OF WORK: Add capacity by widening from 2 lanes in each direction to 3 general purpose lanes in each direction.



Project Utility

68

Economic Vitality

95

Project Viability

8

Total Project Score

171

Estimated Total Construction Cost

\$3.0 Billion

Cost Source: HRTPO Planning Level Estimate

Summary of Prioritization Scores

- Development of an EIS for an expansion of the HRBT was recently begun.
- Project provides for expanded capacity between Peninsula and Southside.
- Project improves regional travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Prioritization Ranking

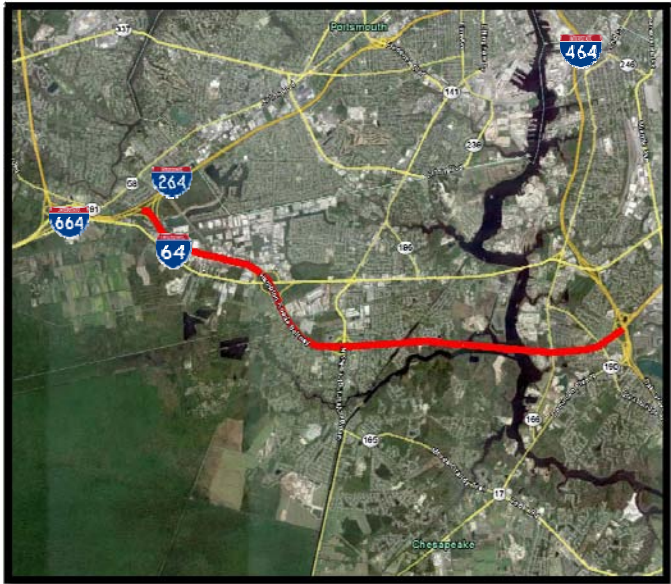
Project Name	From	To	Jurisdiction	Total Project Score
INTERSTATE				
HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Multi	208
Third Crossing: Craney Island Connector and Eastern E-W Tunnel Connector	VA 164	I-564	Multi	203
Third Crossing: Complete Implementation	Peninsula	Southside	Multi	201
Third Crossing: Craney Island Connector and East-West Bridge- Tunnel Connector	VA 164 & I-64	I-564	Multi	190
Third Crossing: East-West Bridge- Tunnel Connector	I-564	I-664	Multi	187
Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Multi	179
HRBT/I-64 (6-lane)	Settler's Landing Rd	I-64 / I-564 Junction	Multi	171
I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-664 Junction	I-64 / I-664 Bowers Hill Junction	CHE	160



Southside Widening

Project Description

SYSTEM: Interstate (Highways)
FROM: I-64/I-464
TO: I-64/I-264/I-664 at Bowers Hill
DESCRIPTION OF WORK: Add capacity by widening from 2 lanes in each direction to 3 general purpose lanes in each direction. Replace the High-Rise Bridge



Project Utility

75

Economic Vitality

85

Project Viability

0

Total Project Score

160

Estimated Total Construction Cost

\$1.1 Billion

Cost Source: Virginia Department of Transportation

Summary of Prioritization Scores

- The I-64 Southside Widening project has no progress towards an EIS.
- Project reduces congestion and expands an evacuation route.
- Project greatly improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
INTERSTATE				
HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Multi	208
Third Crossing: Craney Island Connector and Eastern E-W Tunnel Connector	VA 164	I-564	Multi	203
Third Crossing: Complete Implementation	Peninsula	Southside	Multi	201
Third Crossing: Craney Island Connector and East-West Bridge- Tunnel Connector	VA 164 & I-64	I-564	Multi	190
Third Crossing: East-West Bridge- Tunnel Connector	I-564	I-664	Multi	187
Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Multi	179
HRBT/I-64 (6-lane)	Settler's Landing Rd	I-64 / I-564 Junction	Multi	171
I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	CHE	160

58 INTERSTATE 264 Midtown Tunnel and Martin L. King Freeway extension

Project Description

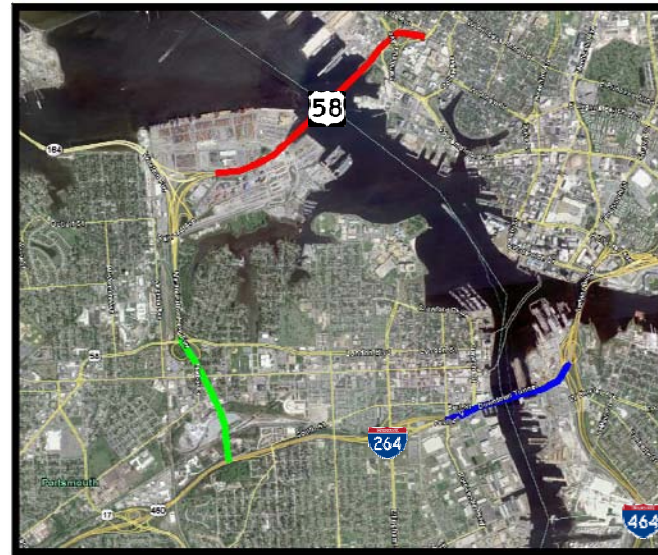
SYSTEM: Primary (Bridges and Tunnels)

FROM: Hampton Boulevard

TO: I-264

DESCRIPTION OF WORK:

- **Build new 2-lane tunnel, upgrade existing 2-lane tunnel**
- **Extend MLK Freeway from existing termini to I-264**
- **Safety improvements at the Downtown Tunnel**



Project Utility

74

Economic Vitality

82

Project Viability

86

Total Project Score

242

Estimated Total Construction Cost

\$1.3 Billion

Cost Source: Virginia Department of Transportation

Summary of Prioritization Scores

- The Midtown Tunnel/MLK Freeway Extension project is currently undergoing PPTA negotiations; NEPA process is complete and ROD rendered.
- Project reduces significant recurring congestion, and serves the region with expanded capacity across the Elizabeth River.
- Project greatly improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
PRIMARY				
Midtown Tunnel / MLK Freeway extension	Hampton Blvd	I-264	Multi	242
Dominion Boulevard	Oak Grove Connector	Cedar Road	CHE	221
MLK Freeway extension to I-464	I-464	I-264/MLK Freeway North	POR	176

17 Dominion Boulevard

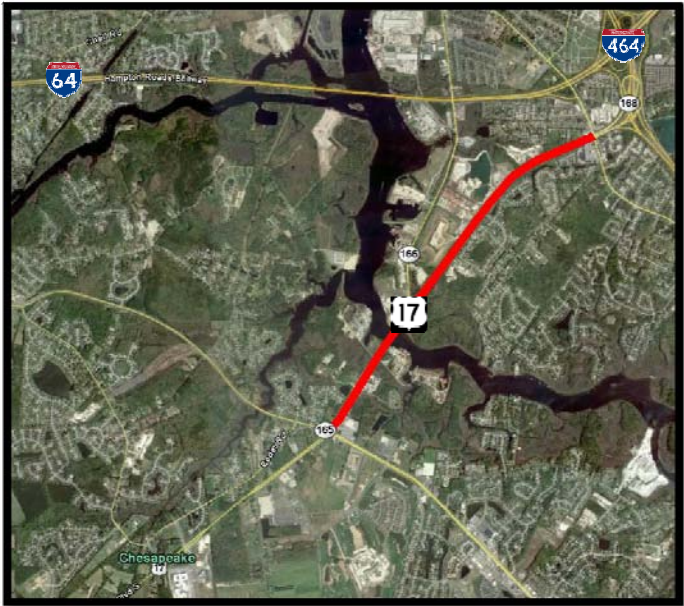
Project Description

SYSTEM: Primary (Bridges and Tunnels)

FROM: Great Bridge Boulevard

TO: Cedar Road

DESCRIPTION OF WORK: Widen from 2-lane undivided arterial to a 4-lane limited access highway, add urban interchanges at Great Bridge Blvd, Bainbridge Blvd, and Cedar Rd, replacing the Steel drawbridge into a fixed span bridge.



Project Utility

95

Economic Vitality

45

Project Viability

81

Total Project Score

221

Estimated Total Construction Cost

\$435 Million

Cost Source: City of Chesapeake

Summary of Prioritization Scores

- The Dominion Boulevard project has a NEPA process complete and FONSI rendered, and ROW Acquisition/Utilities Coordination underway. Tolling options are being evaluated.
- Project reduces congestion by upgrading a 2-lane road to a limited-access 4-lane facility with a fixed span bridge.
- Project provides moderate travel time and reliability improvements to major employment centers and tourist destinations.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
PRIMARY				
Midtown Tunnel / MLK Freeway extension	Hampton Blvd	I-264	Multi	242
Dominion Boulevard	Oak Grove Connector	Cedar Road	CHE	221
MLK Freeway extension to I-464	I-464	I-264/MLK Freeway North	POR	176

Highway Projects

Table 2: Highway Projects With Snapshots on Following Pages

See Appendix A for all “Highway” project scores.

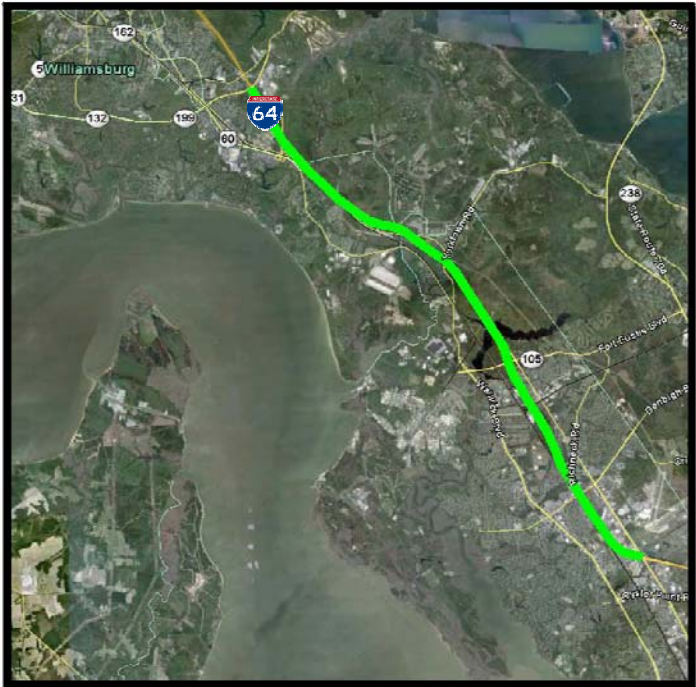
Project Name	From	To	Jurisdiction	Project Utility	Economic Vitality	Project Viability	Total Project Score
INTERSTATE							
I-64 Peninsula Widening	Jefferson Ave (Exit 255)	Route 199 (Exit 242)	Multi	85	75	18	178
I-64 Northern Peninsula Widening	Route 199 (Exit 242)	New Kent CL	Multi	73	38	8	119
PRIMARY							
Route 17 (G.W. Memorial Highway)	Hampton Hwy (Route 134)	Dare Rd	YORK	82	40	80	202
US 460 Relocation	Suffolk Bypass at US 58	Prince George County at I-295	Multi	71	53	63	187
Southeastern Parkway & Greenbelt	I-264	Chesapeake Expy	Multi	80	80	20	180



Peninsula Widening

Project Description

SYSTEM: Interstate (Highways)
FROM: Jefferson Avenue (Exit 255)
TO: VA-199 (Exit 242)
DESCRIPTION OF WORK: Add capacity by widening from 2 lanes in each direction to 3 general purpose lanes and 1 HOV lane in each direction.



Project Utility
85

Economic Vitality
75

Project Viability
18

Total Project Score
178

Estimated Total Construction Cost
\$779 Million

Cost Source: Virginia Department of Transportation

Summary of Prioritization Scores

- A VDOT study of I-64 between Hampton Roads and Richmond was recently begun.
- Project reduces congestion, improves safety, and expands upon an evacuation route.
- Project moderately improves region-wide travel time savings to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
INTERSTATE				
I-64 Peninsula Widening	Jefferson Ave (Exit 255)	Route 199 (Exit 242)	Multi	178
I-64 Northern Peninsula Widening	Route 199 (Exit 242)	New Kent CL	Multi	119



Northern Peninsula Widening

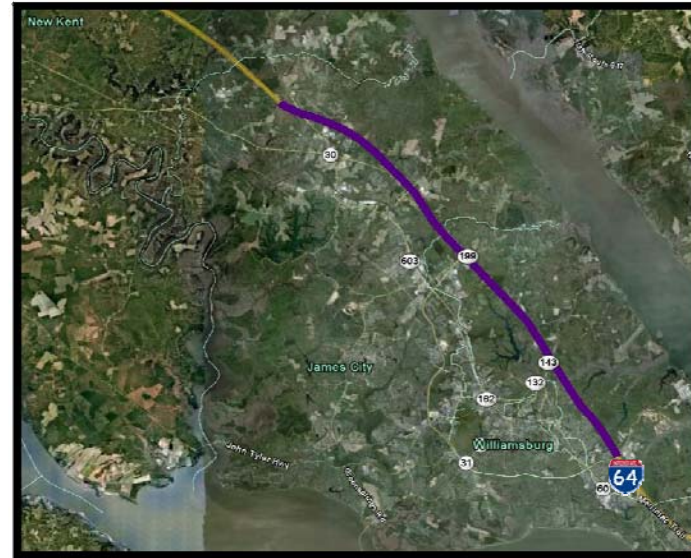
Project Description

SYSTEM: Interstate (Highways)

FROM: VA-199 (Exit 242)

TO: VA-30 (Exit 227)

DESCRIPTION OF WORK: Analysis of I-64 corridor to Richmond is currently being addressed in VDOT study. Evaluated for prioritization as a widening to 4 lanes in each direction.



Project Utility

73

Economic Vitality

38

Project Viability

8

Total Project Score

119

Estimated Total Construction Cost

\$1.1 Billion

Cost Source: HRTPO Planning Level Estimate for I-64 in Hampton Roads.

Summary of Prioritization Scores

- A VDOT study of I-64 between Hampton Roads and Richmond was recently begun. EIS has not been completed.
- Project improves safety and expands capacity of an evacuation route.
- Project moderately improves travel time and reliability to tourist destinations.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
INTERSTATE				
I-64 Peninsula Widening	Jefferson Ave (Exit 255)	Route 199 (Exit 242)	Multi	178
I-64 Northern Peninsula Widening	Route 199 (Exit 242)	New Kent CL	Multi	119

17 George Washington Memorial Highway Corridor Widening

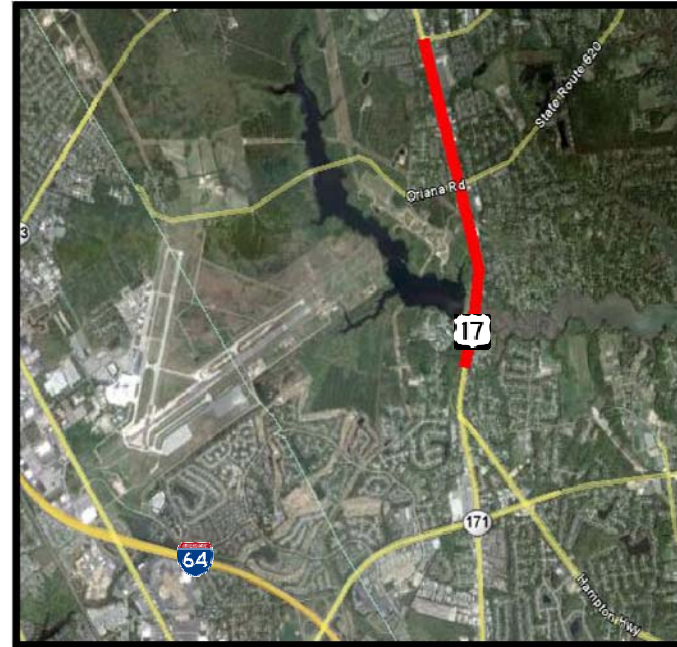
Project Description

SYSTEM: Primary (Highways)

FROM: Hampton Highway

TO: Dare Road

DESCRIPTION OF WORK: Widen from 4-lane divided arterial to a 6-lane divided arterial.



Project Utility

82

Economic Vitality

40

Project Viability

80

Total Project Score

202

Estimated Total Construction Cost

\$57 Million

Cost Source: Virginia Department of Transportation

Summary of Prioritization Scores

- The project has a NEPA process complete and ROD rendered, and design and ROW/utilities underway.
- Project improves an evacuation route and improves safety.
- Project provides moderate travel time and reliability improvements to major employment centers.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
PRIMARY				
Route 17 (G.W. Memorial Highway)	Hampton Hwy (Route 134)	Dare Rd	YORK	202
US 460 Relocation	Suffolk Bypass at US 58	Prince George County at I-295	Multi	187
Southeastern Parkway & Greenbelt	I-264	Chesapeake Expy	Multi	180
Route 17 (G.W. Memorial Highway)	Dare Rd	Denbigh Blvd/Goodwin Neck Rd (Route 173)	YORK	146
Route 60 Relocated	Newport News CL	Blow Flats Rd	JCC	140
Route 17 (G.W. Memorial Highway)	Newport News CL	Victory Blvd (Route 171)	YORK	109
Route 17 (G.W. Memorial Highway)	Denbigh Blvd/Goodwin Neck Rd (Route 173)	Fort Eustis Blvd (Route 105)	YORK	109
Route 17 (G.W. Memorial Highway)	Victory Blvd (Route 171)	Hampton Hwy (Route 134)	YORK	108
Route 171 (Victory Boulevard)	Hampton Hwy (Route 134)	Poquoson CL	YORK	106
Route 17 (G.W. Memorial Highway)	Fort Eustis Blvd (Route 105)	Coleman Bridge	YORK	106

460 Corridor Improvements

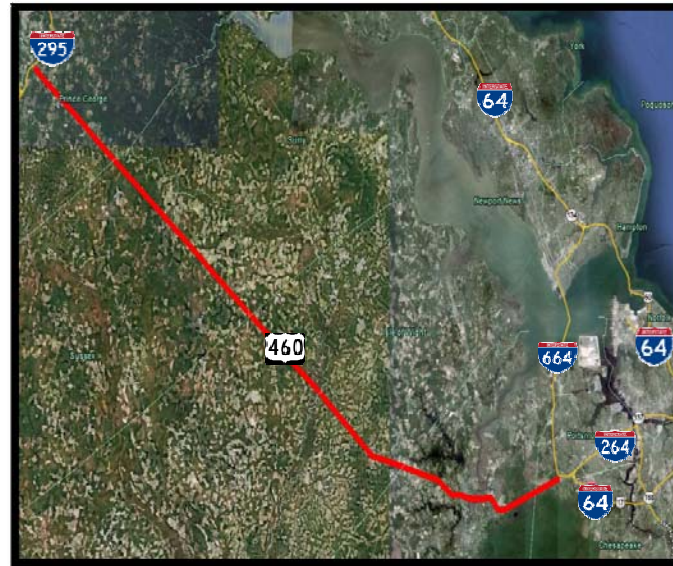
Project Description

SYSTEM: Primary (Highways)

FROM: Suffolk Bypass

TO: I-295 (Prince George County, VA)

DESCRIPTION OF WORK: Build new 4-lane limited access tollway parallel to existing undivided arterial. VDOT is currently reviewing three PPTA proposals, with construction costs ranging from \$1.5 Billion to \$2.7 Billion.



Project Utility

71

Economic Vitality

53

Project Viability

63

Total Project Score

187

Estimated Total Construction Cost
\$1.5 to \$2.7 Billion

Cost Source: Virginia Department of Transportation PPTA Proposals (range)

Summary of Prioritization Scores

- The US Route 460 project has NEPA process complete and ROD rendered and three PPTA proposals being reviewed. The amount of public subsidy varies by proposal.
- Project provides for a new limited-access route to/from the region, providing for a greatly enhanced evacuation route and improved safety.
- Project greatly improves travel time and reliability to port facilities, defense installations, and tourist destinations.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
PRIMARY				
Route 17 (G.W. Memorial Highway)	Hampton Hwy (Route 134)	Dare Rd	YORK	202
US 460 Relocation	Suffolk Bypass at US 58	Prince George County at I-295	Multi	187
Southeastern Parkway & Greenbelt	I-264	Chesapeake Expy	Multi	180
Route 17 (G.W. Memorial Highway)	Dare Rd	Denbigh Blvd/Goodwin Neck Rd (Route 173)	YORK	146
Route 60 Relocated	Newport News CL	Blow Flats Rd	JCC	140
Route 17 (G.W. Memorial Highway)	Newport News CL	Victory Blvd (Route 171)	YORK	109
Route 17 (G.W. Memorial Highway)	Denbigh Blvd/Goodwin Neck Rd (Route 173)	Fort Eustis Blvd (Route 105)	YORK	109
Route 17 (G.W. Memorial Highway)	Victory Blvd (Route 171)	Hampton Hwy (Route 134)	YORK	108
Route 171 (Victory Boulevard)	Hampton Hwy (Route 134)	Poquoson CL	YORK	106
Route 17 (G.W. Memorial Highway)	Fort Eustis Blvd (Route 105)	Coleman Bridge	YORK	106

Southeastern Parkway and Greenbelt

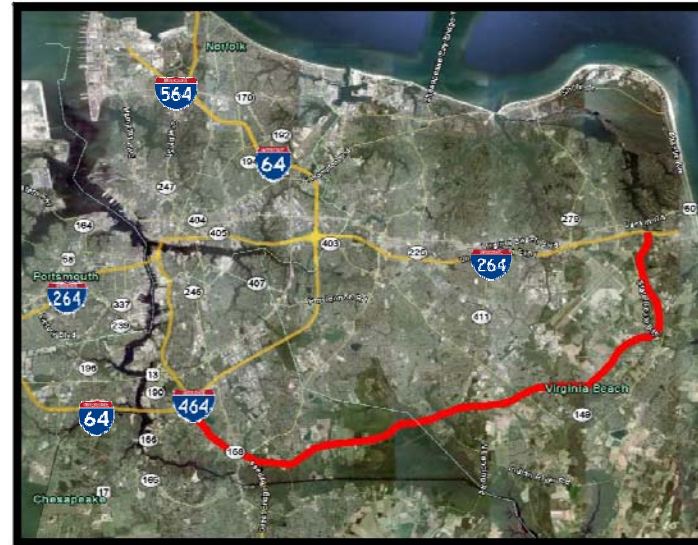
Project Description

SYSTEM: Primary (Highways)

FROM: I-264

TO: I-64/I-464

DESCRIPTION OF WORK: Build new 4-lane limited access highway, providing east-west access to tourism destinations, and emergency evacuation as an alternative to congested I-264.



Project Utility

80

Economic Vitality

80

Project Viability

20

Total Project Score

180

Estimated Total Construction Cost

\$2.5 Billion

Cost Source: City of Virginia Beach

Summary of Prioritization Scores

- The Southeastern Parkway and Greenbelt's environmental review process was terminated by FHWA in November 2010.
- Project provides a new limited-access highway and associated benefits of congestion reduction and new evacuation route.
- Project greatly improves travel time and reliability to major employment centers, port facilities, defense installations, and tourist destinations.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
PRIMARY				
Route 17 (G.W. Memorial Highway)	Hampton Hwy (Route 134)	Dare Rd	YORK	202
US 460 Relocation	Suffolk Bypass at US 58	Prince George County at I-295	Multi	187
Southeastern Parkway & Greenbelt	I-264	Chesapeake Expy	Multi	180
Route 17 (G.W. Memorial Highway)	Dare Rd	Denbigh Blvd/Goodwin Neck Rd (Route 173)	YORK	146
Route 60 Relocated	Newport News CL	Blow Flats Rd	JCC	140
Route 17 (G.W. Memorial Highway)	Newport News CL	Victory Blvd (Route 171)	YORK	109
Route 17 (G.W. Memorial Highway)	Denbigh Blvd/Goodwin Neck Rd (Route 173)	Fort Eustis Blvd (Route 105)	YORK	109
Route 17 (G.W. Memorial Highway)	Victory Blvd (Route 171)	Hampton Hwy (Route 134)	YORK	108
Route 171 (Victory Boulevard)	Hampton Hwy (Route 134)	Poquoson CL	YORK	106
Route 17 (G.W. Memorial Highway)	Fort Eustis Blvd (Route 105)	Coleman Bridge	YORK	106

Multimodal Passenger Transportation Projects

Table 3: Multimodal Passenger Transportation Projects with Snapshots on Following Pages

See Appendix A for all Transit project scores.

Project Name	From	To	Jurisdiction	Project Utility	Economic Vitality	Project Viability	Total Project Score
FIXED GUIDEWAY							
VB Fixed Guideway Transit Project	Norfolk CL @ LRT terminus (Newtown Rd)	Oceanfront	VB	87	94	23	204

A snapshot of the **Richmond to Hampton Roads Passenger Rail Project** is also provided on the following pages.

Virginia Beach Fixed Guideway Project

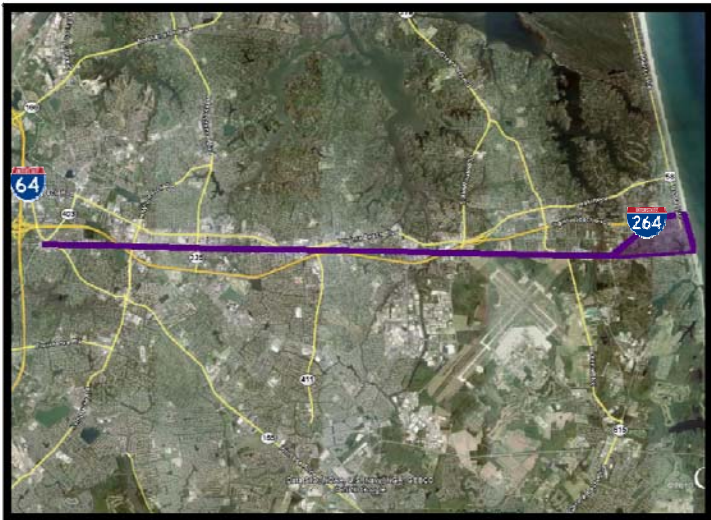
Project Description

SYSTEM: Fixed Guideway

FROM: Newtown Road Station

TO: Virginia Beach Oceanfront

DESCRIPTION OF WORK: Construction of Fixed Guideway system along alignment of abandoned Norfolk Southern (NS) Railroad. Access options from east end of NS railroad at Birdneck Road to the Oceanfront are being evaluated.



Project Utility

87

Economic Vitality

94

Project Viability

23

Total Project Score

204

Estimated Total Construction Cost

Costs are currently being developed as part of Virginia Beach Transit Extension Study

Cost Source: Hampton Roads Transit

Summary of Prioritization Scores

- The Virginia Beach Fixed Guideway project is currently under study (Virginia Beach Transit Extension Study); ROW acquisition/utilities coordination underway.
- Project reduces emissions, is compatible with Virginia Beach's Strategic Growth Areas, and provides connectivity to the Norfolk LRT.
- Project provides new travel options for major employment centers and tourist destinations.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
FIXED GUIDEWAY				
VB Fixed Guideway Transit Project	Norfolk CL @ LRT terminus (Newtown Rd)	Oceanfront	VB	204
Naval Station Norfolk Fixed Guideway Transit Project	Norfolk CL @ LRT terminus (Newtown Rd)	Naval Station Norfolk	NOR	187
Peninsula Fixed Guideway Transit Project (A3 Alignment)	Christopher Newport University	Huntington Pointe	NN	113
Peninsula Fixed Guideway Transit Project (A1 Alignment)	Newport News City Hall	Denbigh Blvd	NN	111

Richmond to Hampton Roads Passenger Rail Project

Project Description

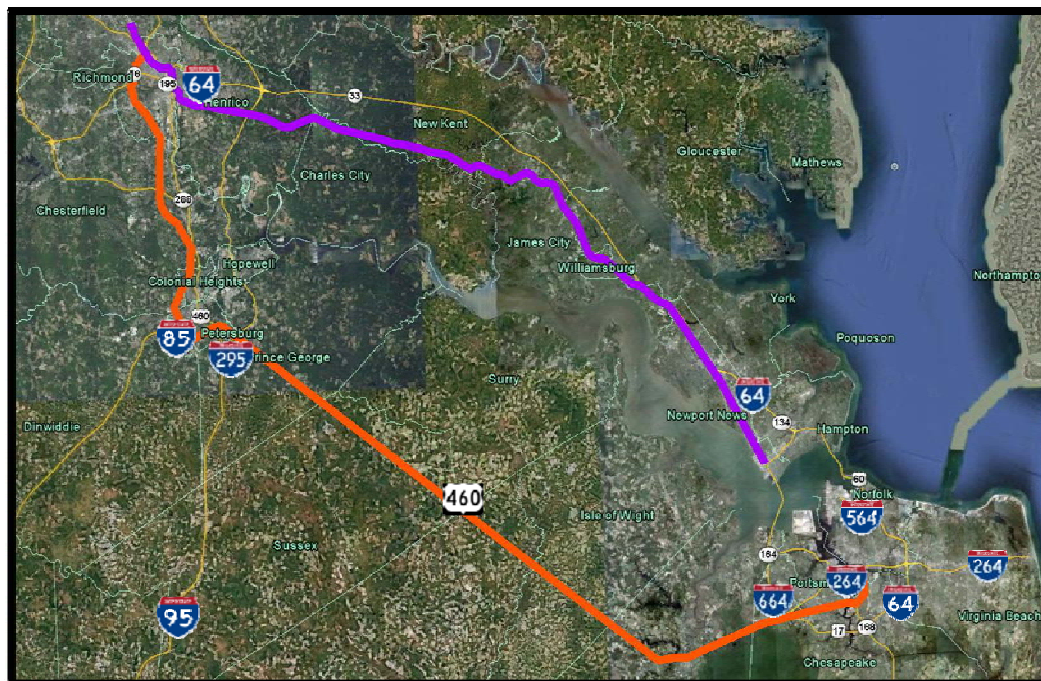
SYSTEM: Intercity Passenger Rail

FROM: Hampton Roads

TO: Richmond/Northeast Corridor

DESCRIPTION OF WORK:

- Enhancement work along the existing Peninsula intercity passenger rail corridor to improve service/reliability (79-mph, 3 daily roundtrips)
- Enhancement work along the Norfolk Southern rail line to bring higher speed passenger rail service (90-mph, 6 daily roundtrips) to the Southside.



Summary of Prioritization Scores

The Richmond to Hampton Roads Passenger Rail Project is a significant regional transportation project for the Hampton Roads region. A Tier I EIS is currently being finalized with the FRA, which then will allow the region to pursue a Tier II EIS process, studying detailed impacts of the project, and get it closer towards completing the NEPA process. The DRPT has invested \$90 million to bring an introductory, daily roundtrip service to the Southside, starting in FY 2014, and the City of Norfolk is building a multimodal transit station to provide passenger rail service with connectivity to other regional transit services. Prioritization scoring was not developed for this project since no similar projects are under consideration and the region has been supportive of the project endorsed by the HRTPO Board.

**Estimated Total
Construction Cost
\$785 Million**

Cost Source: Virginia Department of Rail and Public Transportation

\$475 million cost (2008 dollars) in DEIS was converted to year-of-expenditure dollars using assumed 2025 date of operation per Richmond to Hampton Roads Passenger Rail Project Tier I DEIS.

Intermodal Transportation Projects

Table 4: Intermodal Transportation Projects With Snapshots on Following Pages

See Appendix A for all Intermodal Transportation project scores.

Project Name	From	To	Jurisdiction	Project Utility	Economic Vitality	Project Viability	Total Project Score
URBAN							
Craney Island Access Road	VA 164 and Median Rail	Craney Island Marine Terminal with Interchange and Connection to Elizabeth River Crossing	POR	75	60	54	189

A snapshot of the **Intermodal Connector Project** is also provided on the following pages.

Craney Island Access Road

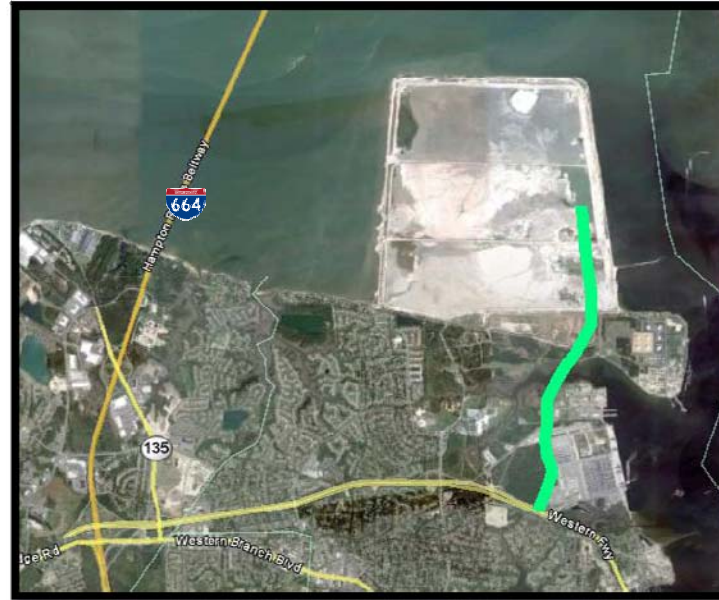
Project Description

SYSTEM: Urban

FROM: VA-164

TO: Craney Island Marine Terminal (Future)

DESCRIPTION OF WORK: Construction of two lane undivided arterial from VA-164 (Western Freeway) to Craney Island Marine Terminal (Future). Construction of an interchange at VA-164 for the new arterial.



Project Utility

75

Economic Vitality

60

Project Viability

54

Total Project Score

189

Estimated Total Construction Cost
\$400 Million

Cost Source: Virginia Port Authority

Summary of Prioritization Scores

- The Craney Island Access Road project is currently under environmental review, partially funded, and ROW acquisition/utilities coordination underway.
- Project provides conflict-free, direct intermodal roadway access for future Craney Island Marine Terminal.
- Project allows further economic development of future Craney Island Marine Terminal

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
URBAN				
Craney Island Access Road	VA 164 and Median Rail	Craney Island Marine Terminal with Interchange and Connection to Elizabeth River Crossing	POR	189
Finney Ave Flyover	Pinner St	Route 13/337 E Washington St	SUF	139
Hampton Blvd (Route 337) Interchange - Int'l Terminal Blvd Gate Improvement	Trouville Ave/Portor St	Hampton Blvd	NOR	115



Intermodal Connector

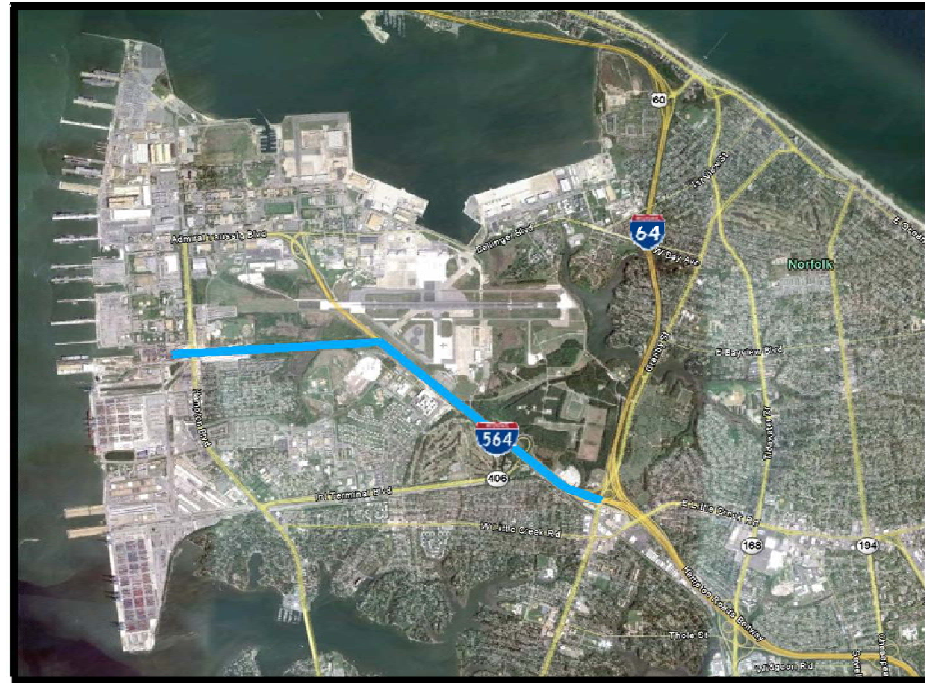
Project Description

SYSTEM: Interstate

FROM: I-564 / I-64 Junction

TO: Hampton Boulevard

DESCRIPTION OF WORK: New 4-lane limited access multimodal Intermodal Connector from I-564 to Hampton Blvd and Future E-W B/T Connector; widen I-564



Summary of Prioritization Scores

- Intermodal Connector is a component of the Third Crossing, which has a ROD. The Intermodal Connector project is not evaluated in the prioritization tool due to the Intermodal Connector being fully funded in the current SYIP.
- Project provides conflict free intermodal movements, provides added access point to Naval Station Norfolk, and improves freight and military traffic flow in the area.
- Project significantly improves travel time and reliability to major employment centers, defense installations, and port facilities.

**Estimated Total
Construction Cost
\$170 Million**

Cost Source: Virginia Department of
Transportation

Highway Interchange Projects

Table 5: Highway Interchange Projects With Snapshots on Following Pages

See Appendix A for all Highway Interchange project scores.

Project Name	From	To	Jurisdiction	Project Utility	Economic Vitality	Project Viability	Total Project Score
INTERSTATE							
I-64 @ Norview Avenue Interchange	Interstate 64 Eastbound	Norview Avenue Eastbound/Westbound	NOR	67	32	97	196



Interchange at Norview Avenue

Project Description

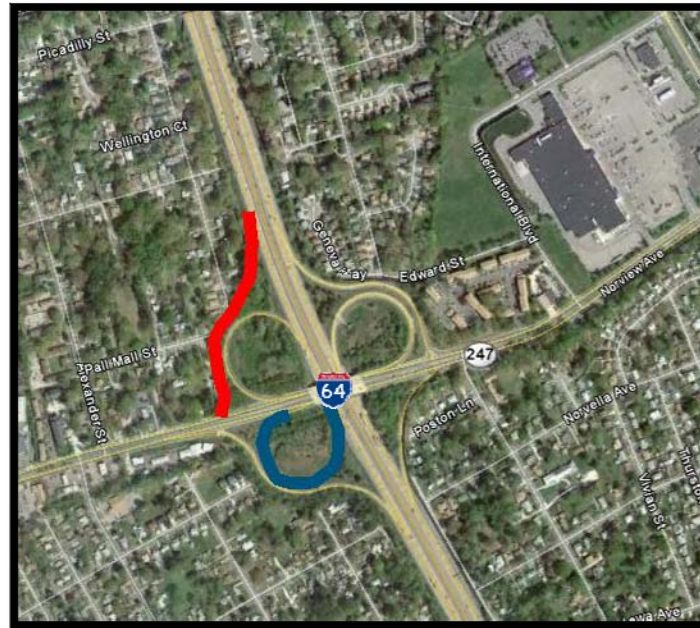
SYSTEM: Interstate

FROM: Interstate 64 EB

TO: Norview Avenue EB/WB

DESCRIPTION OF WORK:

- Closure of existing I-64 at Norview exit ramp.
- Construction of new exit ramp north of interchange, accessing EB and WB Norview Avenue



Project Utility

67

Economic Vitality

32

Project Viability

97

Total Project Score

196

Estimated Total Construction Cost

\$7.9 Million

Cost Source: Virginia Department of Transportation

Summary of Prioritization Scores

- The Interstate 64 Interchange at Norview Avenue project design is nearly complete. ROW acquisition/utilities coordination underway.
- Project provides enhanced safety benefits and reduces conflict movements.
- Project provides enhanced access to Norfolk International Airport.

Overview of Prioritization Ranking

Project Name	From	To	Jurisdiction	Total Project Score
INTERSTATE				
I-64 @ Norview Avenue Interchange	Interstate 64 Eastbound	Norview Avenue Eastbound/Westbound	NOR	196
I-264/Witchduck Interchange	NA	NA	VB	192
I-264 EB Ramp from I-64 WB	Curlew Drive	Witchduck Road	Multi	179
I-64 Interchange @ LaSalle Avenue	Interstate 64 Westbound	LaSalle Avenue	HM	170
I-264/Independence Blvd Interchange	NA	NA	VB	168
I-64/464 Interchange	Interstate 64 Eastbound	Interstate 464 Northbound	CHE	154
I-564 @ Chambers Field (Air Terminal Interchange)	NA	NA	NOR	150
I-64 @ Ft. Eustis Blvd	NA	NA	NN	149
I-264/Lynnhaven Interchange Phase II	NA	NA	VB	137

Appendix A: Complete Prioritization Scores

In the following pages, a listing of prioritization scores for all candidate projects is included. Projects are organized by project category (highways, highway interchanges, bridges and tunnels, transit, and intermodal). Projects are further organized by roadway system, except transit (organized by transit mode).

The following tables have notated the projects scoring highest within each component in the tool as well as the total project score. For highway projects, the top ten projects are notated. For highway interchanges and bridges and tunnels, the top five projects are notated. For intermodal and transit projects, the top two projects are notated.

Highway Projects

Project Name	From	To	Jurisdiction	Project Utility	Economic Vitality	Project Viability	Total Project Score
INTERSTATE							
I-64 Peninsula Widening	Jefferson Ave (Exit 255)	Rte 199 (Exit 242)	Multi	85	75	18	178
I-64 Northern Peninsula Widening	Rte 199 (Exit 242)	New Kent CL	Multi	73	38	8	119
PRIMARY							
Route 17 (G.W. Memorial Highway)	Hampton Hwy (Route 134)	Dare Rd	YORK	82	40	80	202
US 460 Relocation	Suffolk Bypass at US 58	Prince George County at I-295	Multi	71	53	63	187
Southeastern Parkway	I-264	Chesapeake Expy	Multi	80	80	20	180
Route 17 (G.W. Memorial Highway)	Dare Rd	Denbigh Blvd/Goodwin Neck Rd (Route 173)	YORK	79	32	35	146
Route 60 Relocated	Newport News CL	Blow Flats Rd	JCC	67	27	46	140
Route 17 (G.W. Memorial Highway)	Newport News CL	Victory Blvd (Route 171)	YORK	78	26	5	109
Route 17 (G.W. Memorial Highway)	Denbigh Blvd/Goodwin Neck Rd (Route 173)	Fort Eustis Blvd (Route 105)	YORK	78	26	5	109
Route 17 (G.W. Memorial Highway)	Victory Blvd (Route 171)	Hampton Hwy (Route 134)	YORK	73	30	5	108
Route 171 (Victory Boulevard)	Hampton Hwy (Route 134)	Poquoson CL	YORK	75	26	5	106
Route 17 (G.W. Memorial Highway)	Fort Eustis Blvd (Route 105)	Coleman Bridge	YORK	71	30	5	106
Route 17 (G.W. Memorial Highway)	1 mi North of Coleman Bridge	Main St	GLO	67	30	5	102
Route 171 (Victory Boulevard)	George Washington Memorial Hwy (Route 17)	Hampton Hwy (Route 134)	YORK	67	23	5	95
Route 17 (G.W. Memorial Highway)	Main St	Ark Rd	GLO	49	21	5	75
US 258 Widening	US 460	Sunset Dr	IoW	48	15	8	71
SECONDARY							
South Church Street	Battery Park Rd	Talbot Dr	IoW	57	17	13	87
Mooretown Road Extension	Northern Terminus of Mooretown Rd	Rochambeau Dr/Croaker Rd	JCC	51	20	5	76
Battery Park Road	S. Church St	Nike Park Rd	IoW	41	20	5	66
Skiffes Creek Connector (Rte 60/143 Connector)	Green Mount Pkwy Int	Merrimac Tr (Rte 143)	JCC	34	25	5	64
URBAN							
Lynnhaven Pkwy	Centerville Tnpk	Indian River Rd	VB	62	30	99	191
Holland Road (Route 58)	Route 58 Bypass Ramp	0.7 miles west of Manning Bridge Rd	SUF	75	34	71	180
Middle Ground Blvd	Jefferson Ave	Warwick Blvd (Rte 60)	NN	55	38	79	172
Wythe Creek Road	Alphus St	Hampton CL	POQ	63	26	78	167
Nansemond Pkwy (Route 337) Phase II	Helen St (Phase I Limits)	Chesapeake CL	SUF	62	19	78	159
Military Hwy	Lowery Rd	Robin Hood Rd	NOR	69	26	62	157
Seaboard Road	Nimmo Pkwy	Princess Anne Rd	VB	38	22	95	155
Bridge Road (Route 17)	Mills Godwin Bridge	Chesapeake CL	SUF	70	34	50	154
Turnpike Road	Portsmouth Blvd	Constitution Ave	POR	38	12	92	142
Holland Road	Nimmo Pkwy	Dam Neck Rd	VB	58	22	61	141
Witchduck Road	I-264	Virginia Beach Blvd	VB	80	28	33	141
Saunders Road	Newport News CL	Big Bethel Rd	HM	48	25	66	139
Portsmouth Boulevard	Joliff Rd	Chesapeake City Line	CHE	53	22	63	138
Route 60 Relocated	Fort Eustis Blvd	James City CL	NN	65	22	48	135
Mt. Pleasant Road, Phase 1	Chesapeake Expy	Etheridge Rd	CHE	59	26	49	134
Wythe Creek Road & Bridge	Commander Shepard Blvd	Poquoson CL	HM	70	24	30	124
Cedar Road	Albermarle Dr	Battlefield Blvd	CHE	80	26	15	121
J. Clyde Morris Blvd (Route 17)	I-64	York CL	NN	74	27	13	114
Dam Neck Road	Holland Rd	Drakesmile Rd	VB	67	47	0	114
Holland Road	Rosemont Rd	Independence Blvd	VB	76	28	10	114
Laskin Road	Republic Rd	Oriole Dr	VB	38	17	59	114
Dam Neck Road	Drakesmile Rd	London Bridge Rd	VB	68	41	0	109
Indian River Road	Lynnhaven Pkwy	Elbow Rd	VB	40	17	52	109
Atkinson Boulevard Phase 1	Warwick Blvd (Rte 60)	Jefferson Ave	NN	53	22	32	107
Virginia Beach Blvd	Glenrock Rd	Newtown Rd	NOR	65	24	15	104
Indian River Road	Centerville Tnpk	Ferrell Pkwy	VB	72	22	10	104
Mt. Pleasant Road, Phase 2	Etheridge Rd	Centerville Tnpk	CHE	62	26	15	103
First Colonial Rd	Old Donation Pkwy	VA Beach Blvd	VB	65	28	10	103
Oyster Point Road	Jefferson Ave	Warwick Blvd (Rte 60)	NN	73	28	0	101
Brambleton Ave	Midtown Tunnel	I-264	NOR	67	26	7	100
Laskin Road	Oriole Dr	30th/31st St	VB	46	17	37	100
Newtown Road	Baker Rd	Virginia Beach Blvd	VB	76	24	0	100

Highway Projects

Project Name	From	To	Jurisdiction	Project Utility	Economic Vitality	Project Viability	Total Project Score
URBAN							
Jefferson Avenue (Route 143)	Green Grove Lane	Fort Eustis Blvd (Route 105)	NN	65	21	13	99
Hampton Blvd	21st St	38th St	NOR	57	31	10	98
Elbow Rd/Dam Neck Rd	Indian River Rd	Princess Anne Road	VB	41	22	35	98
West Neck Pkwy Ext'd	Elbow Rd	North Landing Rd	VB	61	27	10	98
Little Creek Road	Tidewater Dr	Shore Dr	NOR	55	23	19	97
Victory Blvd	Wythe Creek Rd	York CL	POQ	65	22	10	97
Centerville Tnpk	Kempsville Rd	Indian River Rd	VB	60	27	10	97
Rosemont Road	Virginia Beach Blvd	Holland Rd	VB	58	28	10	96
South Independence Blvd	Holland Rd	South Plaza Trail	VB	70	26	0	96
Independence Blvd	Haygood Rd	Northampton Blvd	VB	58	26	10	94
Princess Anne Road	Providence Rd	Salem Rd	VB	71	23	0	94
Providence Road	Kempsville Rd	Princess Anne Rd	VB	56	26	10	92
Centerville Tnpk	Chesapeake CL	Kempsville Rd	VB	54	26	10	90
Dam Neck Road	Princess Anne Rd	Holland Rd	VB	67	23	0	90
Liberty Parkway (Patrick Henry Place)	Oyster Point Rd	Freedom Way	NN	32	27	30	89
Shore Drive	Norfolk CL	Diamond Springs Rd	VB	60	28	0	88
Independence Blvd	Denbigh Blvd (Route 173)	Fort Eustis Blvd (Route 105)	NN	47	20	20	87
Rosemont Road	Buckner Blvd	Lynnhaven Pkwy	VB	59	28	0	87
Newtown Road	Virginia Beach Blvd	Curlew Dr	NOR	57	24	5	86
General Booth Blvd	Oceana Blvd	Dam Neck Rd	VB	69	17	0	86
Ironbound Road (Rt. 615)	Richmond Road	Longhill Connector	WBG	49	22	15	86
Hanbury Road	Johnstown Rd	Battlefield Blvd	CHE	46	24	15	85
General Booth Blvd	Princess Anne Rd	Dam Neck Rd	VB	52	22	10	84
North Great Neck Road	Virginia Beach Blvd	Wolfsnare Rd	VB	58	26	0	84
Ferrell Pkwy	Indian Lakes Blvd	Indian River Rd	VB	58	24	0	82
Ferrell Pkwy	Pleasant Valley Rd	Salem Rd	VB	60	22	0	82
Lynnhaven Pkwy	Holland Rd	Princess Anne Rd	VB	58	24	0	82
Ferrell Pkwy	Indian Lakes Blvd	Pleasant Valley Rd	VB	59	22	0	81
Coliseum Drive Connector	Coliseum Dr at Sentara	Armistead Ave	HM	40	25	15	80
Holland Road	Dam Neck Rd	Rosemont Rd	VB	48	17	10	75
Nimmo Pkwy	Indian River Rd/North Landing Rd	West Neck Rd Ext'd	VB	33	31	10	74
Laskin Road	Great Neck Road	Republic Rd	VB	49	22	0	71
Sandbridge Road	Princess Anne Rd	Atwoodtown Rd	VB	41	20	10	71
East Crossing of I-264	Constitution Dr (Extension)	South Independence Blvd	VB	46	24	0	70
Princess Anne Road	Upton Dr	General Booth Blvd	VB	38	22	10	70
West Neck Road	North Landing Rd	Indian River Rd	VB	42	17	10	69
Shoulders Hill Road (Route 626)	Bridge Rd (Route 17)	Nansemond Pkwy (Route 337)	SUF	48	17	3	68
West Crossing of I-264	Aragona Blvd	Bonney Rd	VB	44	24	0	68
General Booth Blvd	Birdneck Rd	Oceana Blvd	VB	45	22	0	67
Salem Road	Elbow Rd	Independence Blvd	VB	40	17	10	67
Virginia Beach Blvd	I-264	First Colonial Rd	VB	50	17	0	67
West Neck Pkwy Ext'd	North Landing Rd	Indian River Rd	VB	30	27	10	67
Butts Station Road	Kempsville Rd	Centerville Tnpk	CHE	44	17	5	66
London Bridge Road	Dam Neck Rd	Shipp's Corner Rd	VB	44	22	0	66
G.W. Memorial Highway (Route 17)	Sawyers Mill Rd	Moses Grandy Trail	CHE	29	21	15	65
Jeanne Street	Constitution Dr	Independence Blvd	VB	38	17	10	65
Waters Road Phase 2	Old Vintage Rd	Johnstown Rd	CHE	46	12	5	63
North Lynnhaven Road	Kings Grant Rd	Virginia Beach Blvd	VB	46	17	0	63
Silina Drive	Rosemont Rd	South Lynnhaven Rd	VB	46	17	0	63
Woodlake Drive Extended	Woodlake Dr	Battlefield Blvd	CHE	36	20	6	62
South Lynnhaven Road	Virginia Beach Blvd	Lynnhaven Pkwy	VB	44	17	0	61
Airport Access Road	West Rd	Dominion Blvd (US 17 South)	CHE	29	25	5	59
Birdneck Road	I-264	Virginia Beach Blvd	VB	42	17	0	59
Cleveland Street	Witchduck Road	Clearfield Ave	VB	42	17	0	59
Princess Anne Road	Sandbridge Rd	Indian River Rd	VB	34	22	0	56
Harpersville Road	Warwick Blvd (Rte 60)	Jefferson Ave	NN	33	22	0	55
Indian River Road	Elbow Rd	North Landing Rd	VB	28	17	10	55
Waters Road Phase 1	Washington Dr	Old Vintage Rd	CHE	33	12	5	50
Indian River Road	West Neck Rd	North Landing Rd	VB	28	20	0	48
Salem Road	Elbow Rd	North Landing Rd	VB	30	17	0	47
Seaboard Road	Princess Anne Rd (North)	Princess Anne Rd (South)	VB	29	17	0	46

Highway Interchange Projects

Project Name	From	To	Jurisdiction	Project Utility	Economic Vitality	Project Viability	Total Project Score
INTERSTATE							
I-64/Norview Ave Interchange	Interstate 64 Eastbound	Norview Avenue Eastbound/Westbound	NOR	67	32	97	196
I-264/Witchduck Interchange	NA	NA	VB	92	63	37	192
I-264 EB Ramp from I-64 WB	Curlew Dr	Witchduck Rd	Multi	74	64	41	179
I-64 Interchange @ Lasalle Avenue	Interstate 64 Westbound	Lasalle Avenue	HM	66	34	70	170
I-264/Independence Blvd Interchange	NA	NA	VB	90	67	11	168
I-64/464 Interchange	Interstate 64 Eastbound	Interstate 464 Northbound	CHE	75	54	25	154
I-564 @ Chambers Field (Air Terminal Interchange)	NA	NA	NOR	74	53	23	150
I-64 @ Ft. Eustis Blvd	NA	NA	NN	85	49	15	149
I-264/Lynnhaven Interchange Phase II	NA	NA	VB	71	51	23	145
I-64 Interchange @ Bland Blvd/Denbigh Blvd	NA	NA	NN	75	52	14	141
I-64/City Line Interchange and Arterial	I-64	Centerville Tnpk	Multi	55	38	21	114
I-64 @ Military Hwy	Military Highway Northbound	I-64 Eastbound	NOR	43	32	5	80
I-664/Terminal Avenue Interchange	I-664 at Terminal Interchange	Jefferson Ave via 12th St.	NN	41	24	0	65
PRIMARY							
Chesapeake Expressway Interchange @ Mt. Pleasant Road	NA	NA	CHE	61	26	15	102
URBAN							
Northampton Blvd/Shore Dr Interchange	NA	NA	VB	58	31	10	99

Bridge and Tunnel Projects							
Project Name	From	To	Jurisdiction	Project Utility	Economic Vitality	Project Viability	Total Project Score
INTERSTATE							
HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Multi	75	95	38	208
Third Crossing: Craney Island Connector and Eastern E-W Tunnel Connector	VA 164	I-564	Multi	69	100	34	203
Third Crossing: Complete Implementation	Peninsula	Southside	Multi	71	100	30	201
Third Crossing: East-West Bridge-Tunnel Connector & Craney Island Connector	I-564	VA 164 & I-664	Multi	68	90	32	190
Third Crossing: East-West Bridge-Tunnel Connector	I-564	I-664	Multi	68	90	29	187
Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Multi	65	82	32	179
HRBT/I-64 (6-lane)	Settler’s Landing Rd	I-64 / I-564 Junction	Multi	68	95	8	171
I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	CHE	75	85	0	160
PRIMARY							
Midtown Tunnel / MLK Freeway extension	Hampton Blvd	I-264	Multi	74	82	86	242
Dominion Boulevard	Oak Grove Connector	Cedar Road	CHE	95	45	81	221
MLK Freeway extension to I-464	I-464	I-264/MLK Fwy North	POR	86	90	0	176
URBAN							
Route 60 John Lesner Bridge (Shore Drive)	East Stratford Rd	Vista Circle	VB	66	52	55	173
Fort Eustis Boulevard Bridge Replacements over Lee Hall Reservoir	Warwick Blvd	I-64	NN	58	28	80	166
Route 17 (Bridge Rd)	Crittenden Rd	Bennets Pasture Rd	SUF	64	36	50	150
Kings Highway Bridge	Governors Wharf	Lighthouse Dr	SUF	60	29	50	139
Warwick Blvd Bridge Replacement over Lake Maury	Gatewood Rd	J. Clyde Morris Blvd	NN	68	17	50	135
High Street (Churchland Bridge)	Shenadoah St	High Point Dr	POR	64	23	45	132
Washington Avenue Bridge Replacement over Northrop Grumman Railroad Spur	39th St	41st St	NN	56	2	53	111
Bridge Street Bridge	Rudd Ln	Marrow St	HM	49	0	53	102

Multimodal Passenger Transportation Projects

Project Name	From	To	Jurisdiction	Project Utility	Economic Vitality	Project Viability	Total Project Score
Fixed Guideway							
VB Fixed Guideway Transit Project	Norfolk CL @ LRT terminus (Newtown Rd)	Oceanfront	VB	87	94	23	204
Naval Station Norfolk Fixed Guideway Transit Project	Norfolk CL @ LRT terminus (Newtown Rd)	Naval Station Norfolk	NOR	89	88	10	187
Peninsula Fixed Guideway Transit Project (A3 Alignment)	Christopher Newport University	Huntington Pointe	NN	63	40	10	113
Peninsula Fixed Guideway Transit Project (A1 Alignment)	Newport News City Hall	Denbigh Blvd	NN	54	57	0	111
Maritime Transit							
Fast Ferry Service	Newport News	Naval Station Norfolk and Norfolk Waterside	Multi	63	67	0	130
Passenger Rail							
Richmond to Hampton Roads Passenger Rail Project	Richmond	Hampton Roads	Multi	N/A	N/A	N/A	N/A

Intermodal Transportation Projects

Project Name	From	To	Jurisdiction	Project Utility	Economic Vitality	Project Viability	Total Project Score
URBAN							
Craney Island Access Road	VA 164 and Median Rail	Craney Island Marine Terminal with Interchange and Connection to Elizabeth River Crossing	POR	75	60	54	189
Finney Ave Flyover	Pinner St	Route 13/337 E Washington St	SUF	74	50	15	139
Hampton Blvd (Route 337) Interchange - Int'l Terminal Blvd Gate Improvement	Trouville Ave/Portor St	Hampton Blvd	NOR	60	55	0	115

Appendix B: Regional Transportation Project Dot Maps

In the following pages, a collection of dot maps for projects covered in this report is included. The dot maps cover trip ends that would use the project, and highlight the usage of the proposed project within the region.

Projects with dot maps include the following:

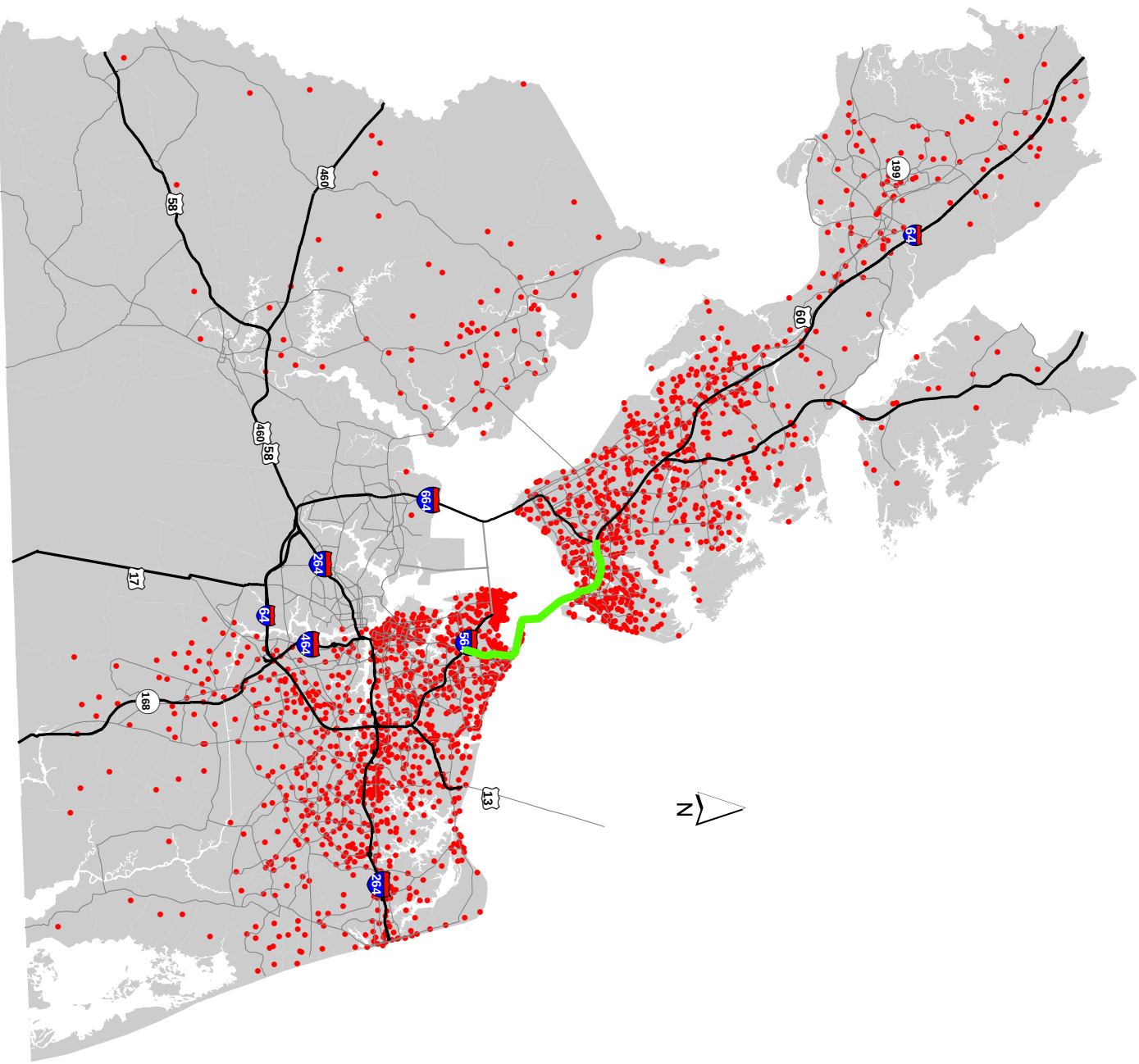
- Hampton Roads Bridge-Tunnel (8 lanes)
- Third Crossing: Complete Implementation
- Midtown Tunnel / Martin L. King Freeway Extension / Downtown Tunnel
- Dominion Boulevard
- I-64 Southside Widening
- I-64 Peninsula Widening
- US Route 460
- Southeastern Parkway and Greenbelt

Hampton Roads Bridge-Tunnel (8 lanes)

1 Dot = 100 Trip Ends

There are two trip ends for each trip, one at the place of origin and one at the destination.

Estimate is for the year 2034.

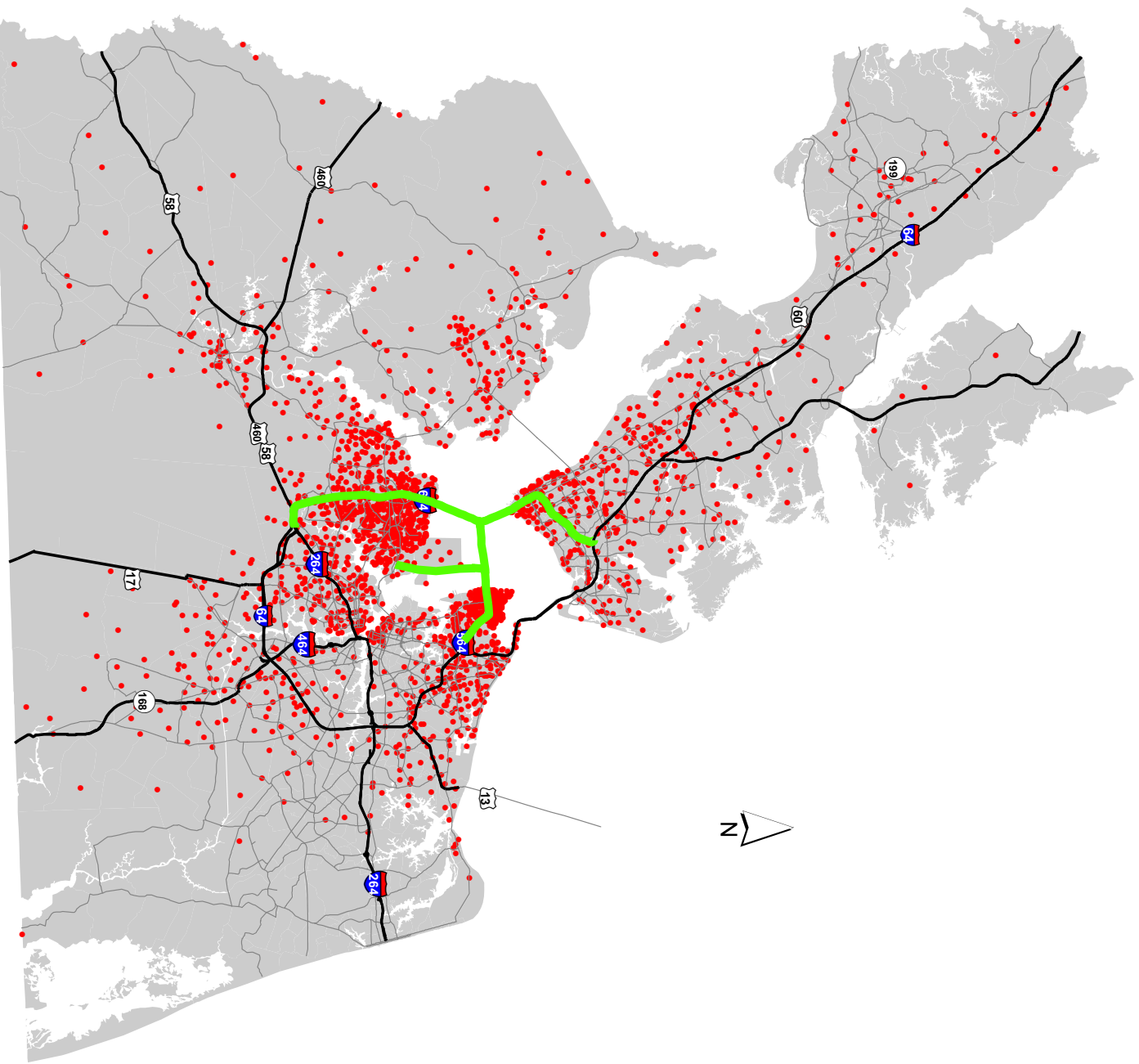


Third Crossing: Complete Implementation

1 Dot = 100 Trip Ends

There are two trip ends for each trip, one at the place of origin and one at the destination.

Estimate is for the year 2034.

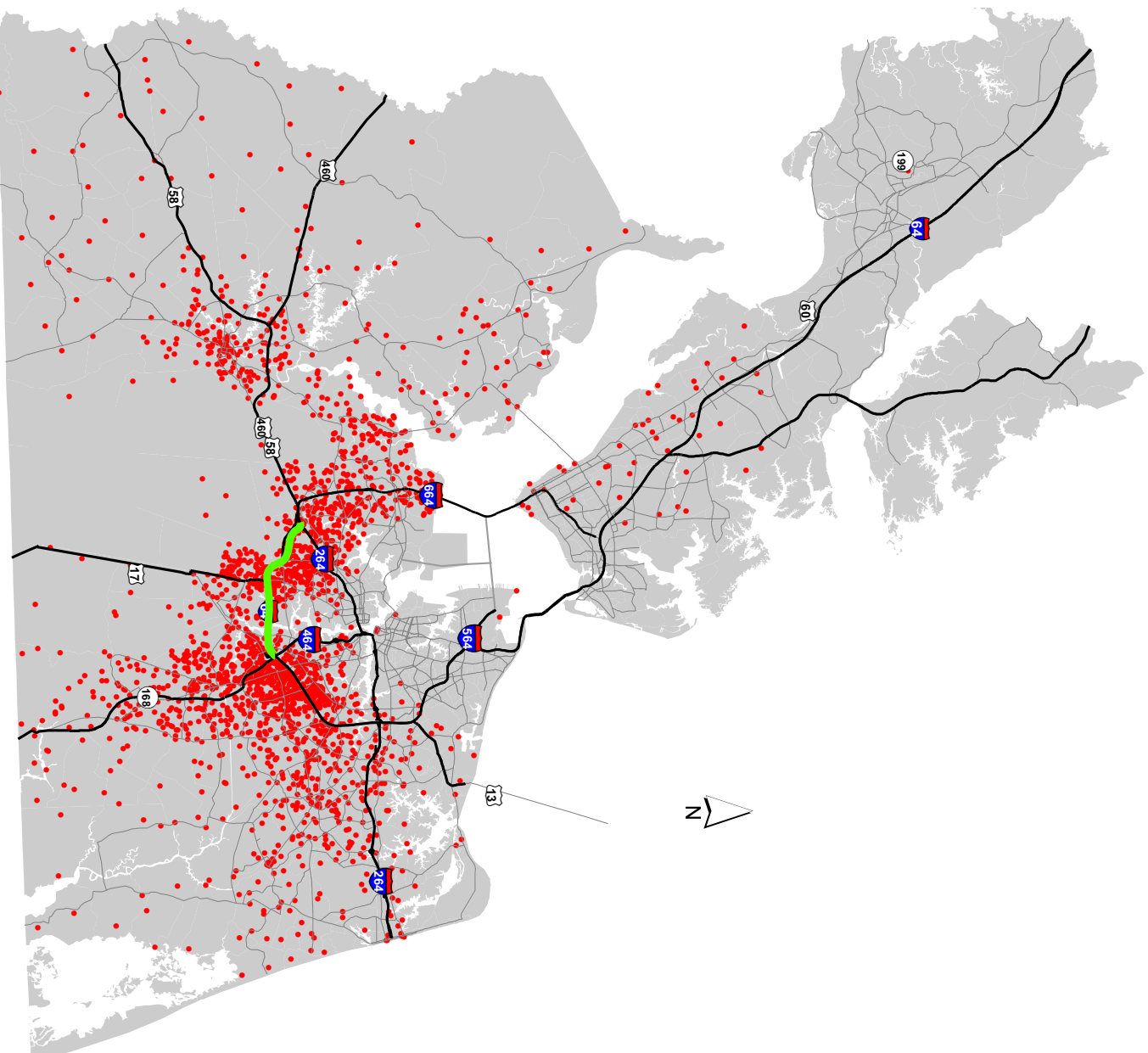


I-64 Southside Widening

1 Dot = 100 Trip Ends

There are two trip ends for each trip, one at the place of origin and one at the destination.

Estimate is for the year 2034.

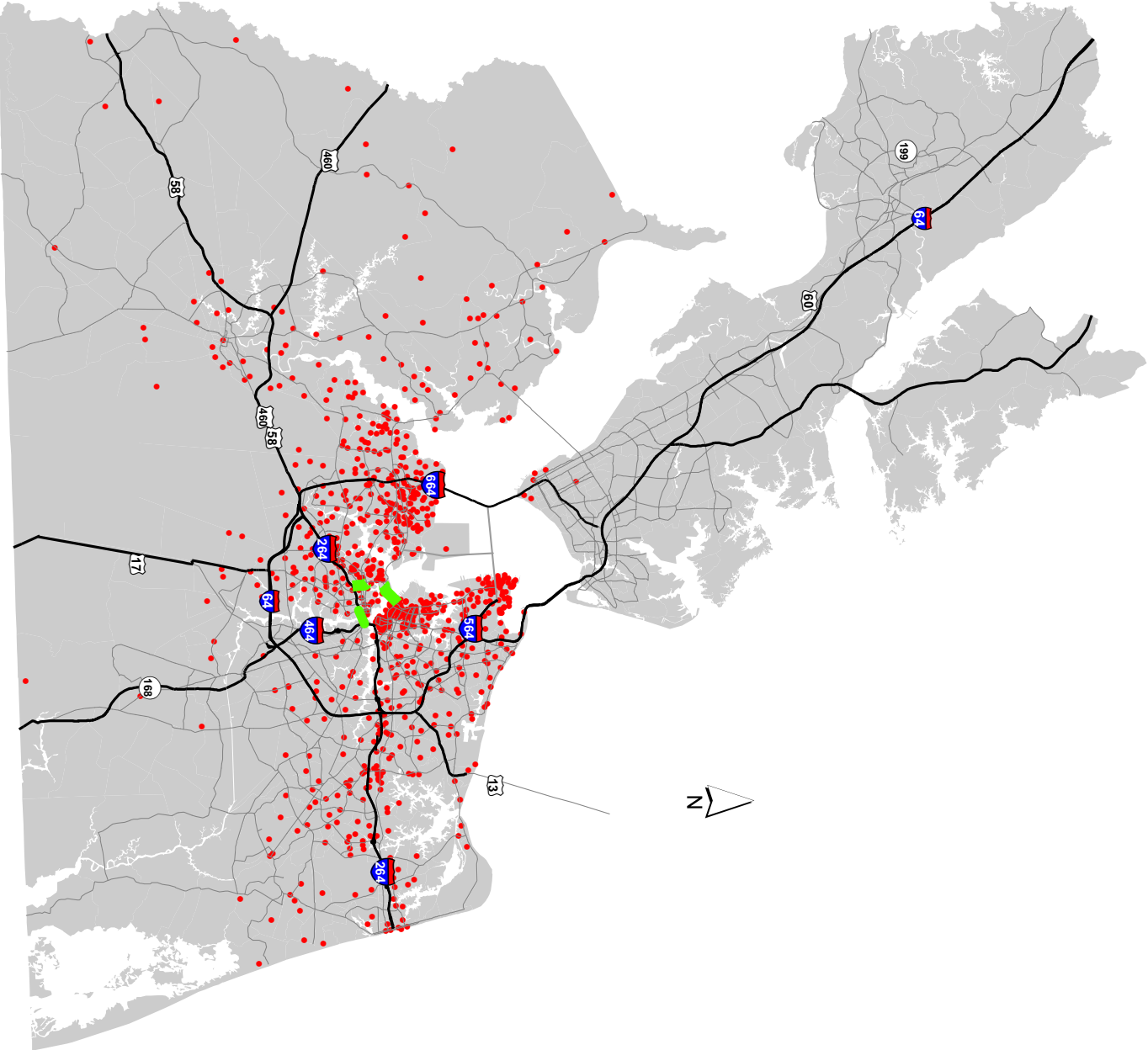


Midtown Tunnel / Martin L. King Freeway extension / Downtown Tunnel

1 Dot = 100 Trip Ends

There are two trip ends for each trip, one at the place of origin and one at the destination.

Estimate is for the year 2034.

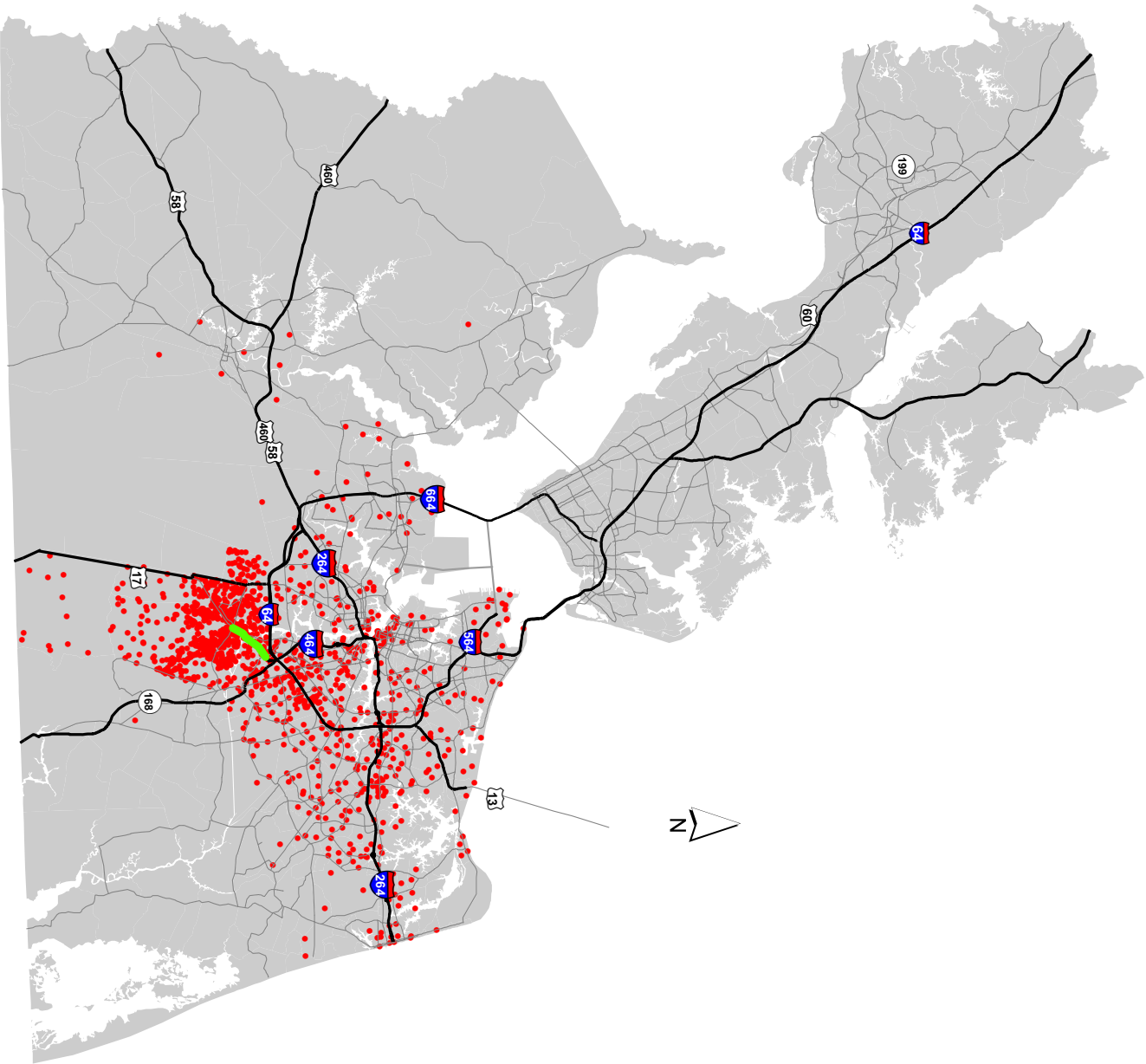


Dominion Boulevard

1 Dot = 100 Trip Ends

There are two trip ends for each trip, one at the place of origin and one at the destination.

Estimate is for the year 2034.

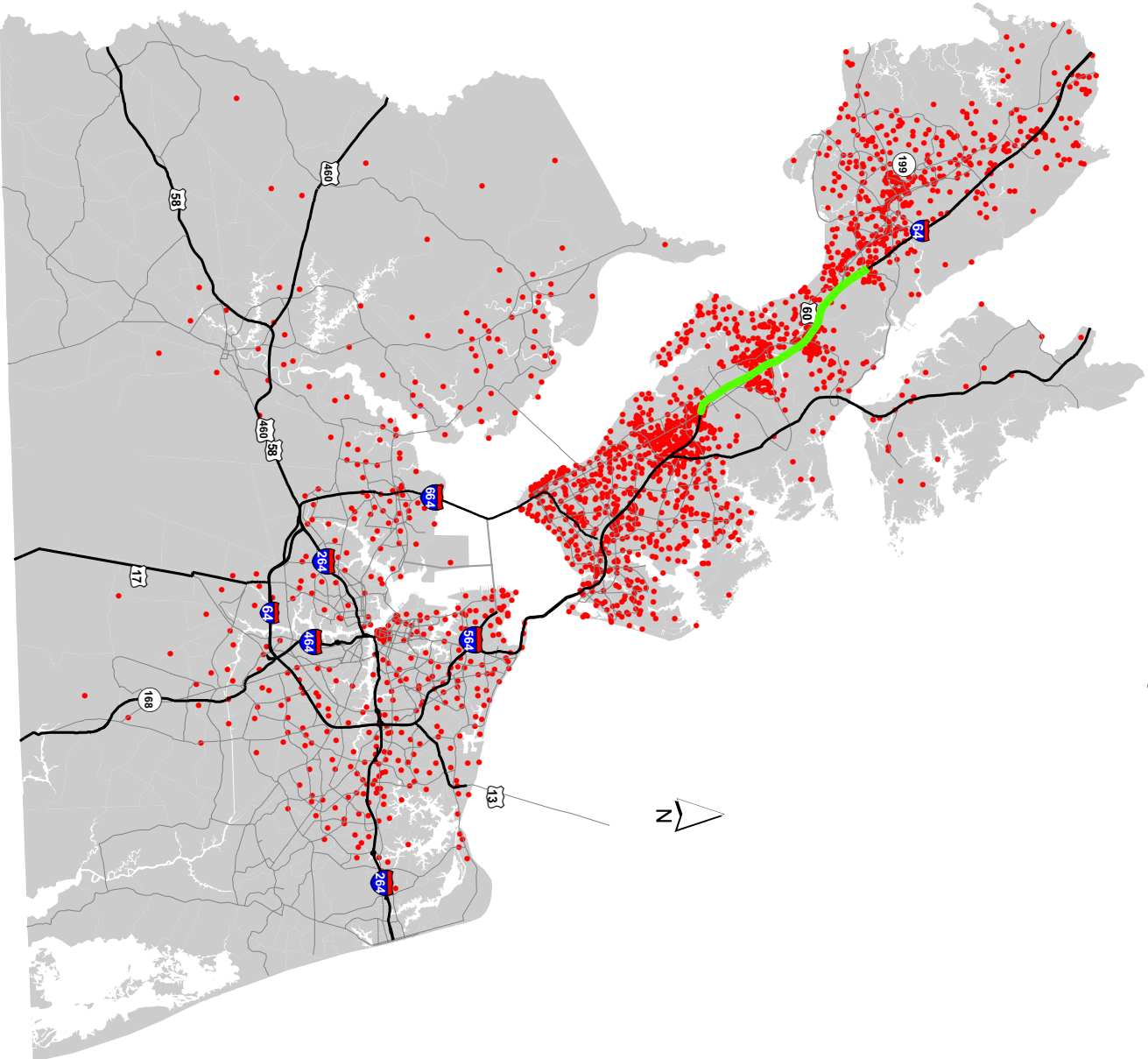


I-64 Peninsula Widening

1 Dot = 100 Trip Ends

There are two trip ends for each trip, one at the place of origin and one at the destination.

Estimate is for the year 2034.

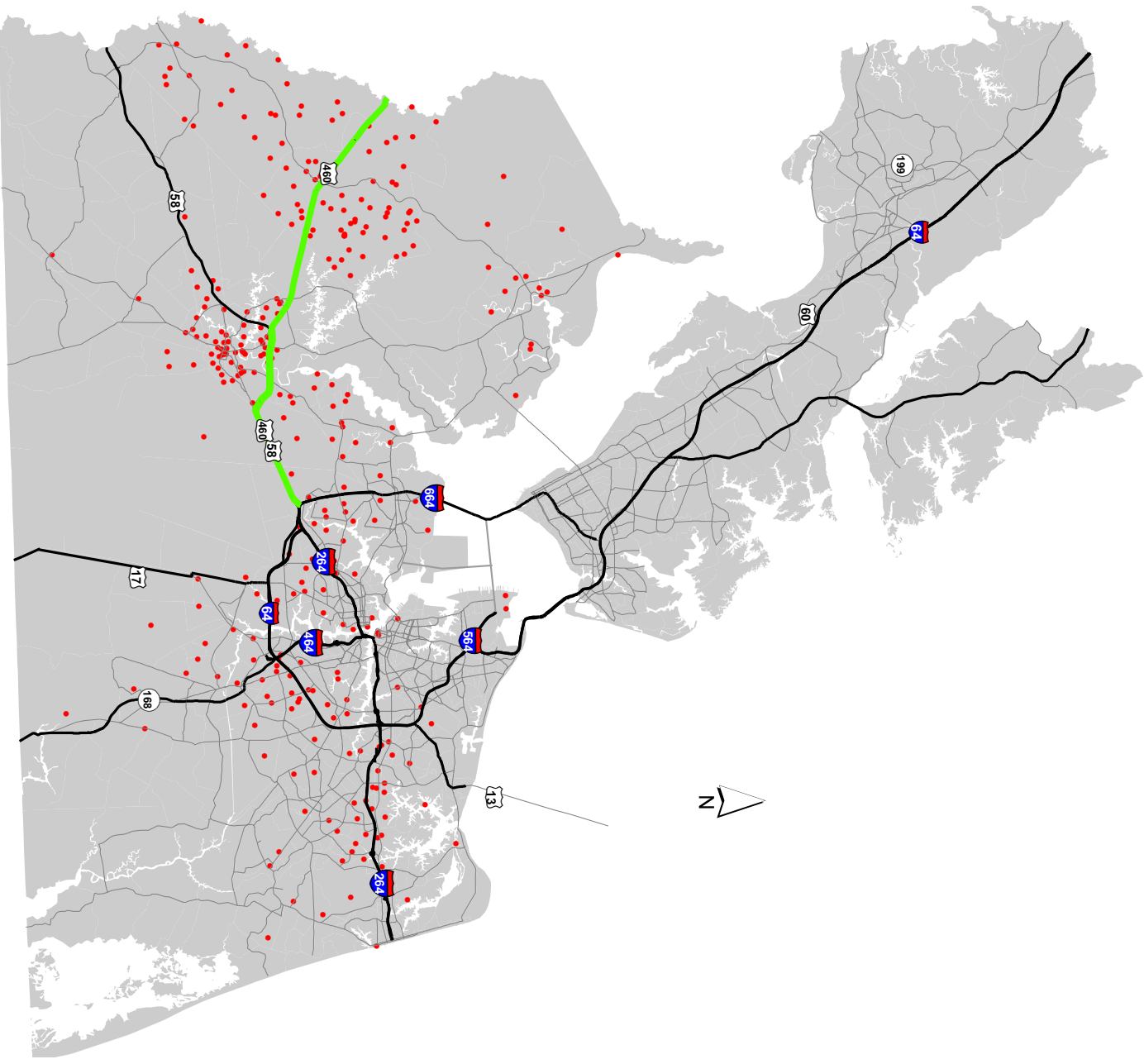


US Route 460

1 Dot = 100 Trip Ends

There are two trip ends for each trip, one at the place of origin and one at the destination.

Estimate is for the year 2034.

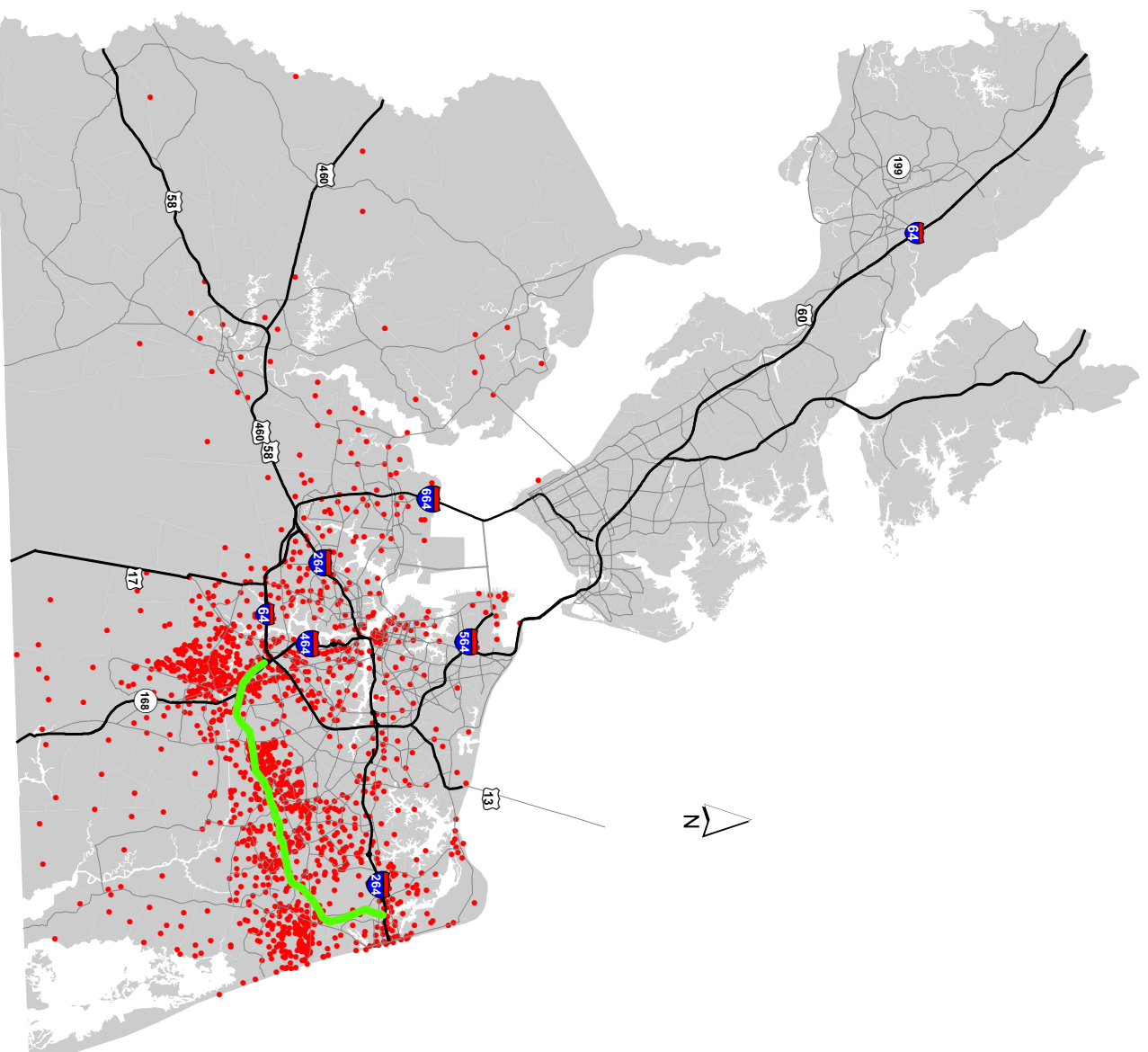


Southeastern Parkway and Greenbelt

1 Dot = 100 Trip Ends

There are two trip ends for each trip, one at the place of origin and one at the destination.

Estimate is for the year 2034.



Appendix C: Evaluation Criterion

In the following pages, an overview of the evaluation criterion and their weighting within each project evaluation category is included. In addition, a glossary of evaluation criterion is included, providing a definition of the evaluation criterion and how certain criteria were calculated and identify the data source.

Appendix C1: Evaluation Criterion

“Highways” Weighting Factors		
Criteria and <i>Subcriteria</i>	Total Points	# of Criteria
PROJECT UTILITY		
Congestion Level:	30	3
System Continuity and Connectivity	25	1
Safety and Security:	15	2
Cost Effectiveness (Cost/VMT)	15	1
Land Use/Future Development Compatibility	10	1
Modal Enhancements:	5	2
PROJECT UTILITY TOTAL	100	10
ECONOMIC VITALITY		
Total Reduction in Travel Time	30	1
Labor Market Access:	20	2
Addresses the Needs of Basic Sector Industries:	30	4
Increases Opportunity:	20	2
ECONOMIC VITALITY TOTAL	100	9
PROJECT VIABILITY		
Funding	50	1
Process-/Project Readiness	50	6
PROJECT VIABILITY TOTAL	100	7
TOTAL	300	26

"Interchange" Weighting Factors		
Criteria and Subcriteria	Weighting	# of Criteria
PROJECT UTILITY		
Congestion Level:	30	3
System Continuity and Connectivity	25	1
Safety and Security:	15	2
Cost Effectiveness (Cost/VMT)	15	1
Land Use/Future Development Compatibility	10	1
Modal Enhancements:	5	2
PROJECT UTILITY TOTAL	100	10
ECONOMIC VITALITY		
Total Reduction in Travel Time	30	1
Labor Market Access:	20	2
Addresses the Needs of Basic Sector Industries:	30	4
Increases Opportunity:	20	2
ECONOMIC VITALITY TOTAL	100	9
PROJECT VIABILITY		
Funding	50	1
Process/Project Readiness	50	6
PROJECT VIABILITY TOTAL	100	7
TOTAL	300	26

“Intermodal” Weighting Factors		
Criteria and Subcriteria	Weighting	# of Criteria
PROJECT UTILITY		
Better Accommodates Intermodal Movements	30	1
Improves Vehicular Access	30	1
Cost Effectiveness	25	1
Enhances Access to Other Modes	15	1
PROJECT UTILITY TOTAL	100	4
ECONOMIC VITALITY		
Total Reduction in Travel Time	20	1
Labor Market Access:	20	2
Impact on Truck Movement	15	1
Improves Interaction between Modes of Travel:	15	3
Increased Opportunity:	30	2
ECONOMIC VITALITY TOTAL	100	9
PROJECT VIABILITY		
Funding	50	1
Process/Project Readiness	50	6
PROJECT VIABILITY TOTAL	100	7
TOTAL	300	20

“Bridge and Tunnel” Weighting Factors		
Criteria and <i>Subcriteria</i>	Weighting	# of Criteria
PROJECT UTILITY		
Congestion Level:	30	3
Infrastructure Condition (Bridge Sufficiency, Tunnel Condition, Obsolescence)	20	
<i>Bridges</i>		1
<i>Tunnels</i>		3
System Continuity and Connectivity	10	1
Safety and Security:	10	3
Cost Effectiveness (Cost/VT)	15	1
Land Use/Future Development Compatibility	10	1
Modal Enhancements:	5	3
PROJECT UTILITY TOTAL	100	16
ECONOMIC VITALITY		
Total Reduction in Travel Time	30	1
Labor Market Access:	20	2
Addresses the Needs of Basic Sector Industries:	30	4
Increases Opportunity:	20	2
ECONOMIC VITALITY TOTAL	100	9
PROJECT VIABILITY		
Funding	50	1
Process/Project Readiness	50	6
PROJECT VIABILITY TOTAL	100	7
TOTAL	300	32

“Transit” Weighting Factors		
Criteria and <i>Subcriteria</i>	Weighting	# of Criteria
PROJECT UTILITY		
Existing Usage/Ridership, Coverage Area/Population	20	1
System Continuity and Connectivity:	20	2
User Benefit (Annual Travel Time Savings per Rider)	15	2
Land Use/Future Development Compatibility	15	1
Air Quality/Emissions Reduction	10	1
Cost Effectiveness (Annualized Costs/Annual Riders)	15	1
Enhances Other Categories	5	1
PROJECT UTILITY TOTAL	100	9
ECONOMIC VITALITY		
Labor Market Access:	45	4
Addresses the Needs of Basic Sector Industries:	20	2
Increases Opportunity:	20	2
Economic Distress Factors:	15	2
ECONOMIC VITALITY TOTAL	100	10
PROJECT VIABILITY		
Funding	50	1
Process/Project Readiness	50	6
PROJECT VIABILITY TOTAL	100	7
TOTAL	300	26

"Highways" Weighting Factors	
Criteria and Subcriteria	Weighting
PROJECT UTILITY	
Congestion Level:	30
% Reduction in Existing and Future V/C Ratios	10
Existing V/C Ratio	10
Impact to Nearby Roadways	10
System Continuity and Connectivity	25
Degree of Regional Impact	
Safety and Security:	15
Critical Crash Ratio	8
Improvements to Incident Management or Evacuation Routes	7
Cost Effectiveness (Cost/VMT)	15
Land Use/Future Development Compatibility	10
Modal Enhancements:	5
Enhances Other Categories	3
Improves Vehicular Access	2
PROJECT UTILITY TOTAL	100
ECONOMIC VITALITY	
Total Reduction in Travel Time	30
Labor Market Access:	20
Increases Travel Time Reliability	10
Increases Access for Major Employment Centers	10
Addresses the Needs of Basic Sector Industries:	30
Increases Access to Tourist Destinations	10
Increases Access for Defense Installations	6
Increase Access for Defense Installations – STRAHNET	4
Increases Access to Port Facilities	10
Increases Opportunity:	20
Provides New or Increased Access	10
Supports Plans for Future Growth	10
ECONOMIC VITALITY TOTAL	100
PROJECT VIABILITY	
Funding	50
Percentage of Funding Committed	50
Process/Project Readiness	50
Prior Commitment (is project in L RTP)	10
Percentage of Project Design Complete	10
Environmental Documents Complete	15
Environmental Decisions Obtained	5
ROW Obtained and Utilities Coordinated	5
Additional Environmental Permits Obtained	5
PROJECT VIABILITY TOTAL	100

"Interchange" Weighting Factors	
Criteria and Subcriteria	Weighting
PROJECT UTILITY	
Congestion Level:	30
Interchange Improvements	10
Existing Queuing	10
Number of Movements Improved	10
System Continuity and Connectivity	25
Safety and Security:	15
Critical Crash Ratio	8
Improvements to Incident Management or Evacuation Routes	7
Cost Effectiveness (Cost/VT)	15
Land Use/Future Development Compatibility	10
Modal Enhancements:	5
Enhances Other Categories	3
Improves Vehicular Access	2
PROJECT UTILITY TOTAL	100
ECONOMIC VITALITY	
Total Reduction in Travel Time	30
Labor Market Access:	20
Increases Travel Time Reliability	10
Increases Access for Major Employment Centers	10
Addresses the Needs of Basic Sector Industries:	30
Increases Access to Tourist Destinations	10
Increases Access for Defense Installations	6
Increase Access for Defense Installations – STRAHNET	4
Increases Access to Port Facilities	10
Increases Opportunity:	20
Provides New or Increased Access	10
Supports Plans for Future Growth	10
ECONOMIC VITALITY TOTAL	100
PROJECT VIABILITY	
Funding	50
Percentage of Funding Committed	50
Process/Project Readiness	50
Prior Commitment (Is project in LRTP)	10
Percentage of Project Design Complete	10
Environmental Documents Complete	15
Environmental Decisions Obtained	5
ROW Obtained and Utilities Coordinated	5
Additional Environmental Permits Obtained	5
PROJECT VIABILITY TOTAL	100

“Intermodal” Weighting Factors	
Criteria and Subcriteria	Weighting
PROJECT UTILITY	
Better Accommodates Intermodal Movements	30
Improves Vehicular Access	30
Cost Effectiveness	25
Enhances Access to Other Modes	15
PROJECT UTILITY TOTAL	100
ECONOMIC VITALITY	
Total Reduction in Travel Time	20
Labor Market Access:	20
<i>Increases Travel Time Reliability</i>	15
<i>Increases Access for Major Employment Centers</i>	5
Impact on Truck Movement	15
Improves Interaction between Modes of Travel:	15
<i>Increases Access to the Port</i>	5
<i>Improves Freight Movement by Rail</i>	5
<i>Increases Access to Airports</i>	5
Increased Opportunity:	30
<i>Provides New or Increased Access</i>	20
<i>Supports Plans for Future Growth</i>	10
ECONOMIC VITALITY TOTAL	100
PROJECT VIABILITY	
Funding	
<i>Percentage of Funding Committed</i>	50
	50
Process/Project Readiness	
<i>Prior Commitment (is project in LRTTP)</i>	10
<i>Percentage of Project Design Complete</i>	10
<i>Environmental Documents Complete</i>	15
<i>Environmental Decisions Obtained</i>	5
<i>ROW Obtained and Utilities Coordinated</i>	5
<i>Additional Environmental Permits Obtained</i>	5
PROJECT VIABILITY TOTAL	100

“Bridge and Tunnel” Weighting Factors	
Criteria and Subcriteria	Weighting
PROJECT UTILITY	
Congestion Level:	30
% Reduction in Existing and Future V/C Ratios	10
Existing V/C Ratio	10
Impact to Nearby Roadways	10
Infrastructure Condition (Bridge Sufficiency, Tunnel Condition,	20
How Old is the Tunnel in the Horizon Year (Tunnels Only)	6.5
Age of Last major repair in the Horizon Year (Tunnels Only)	6.75
Cost for Necessary Repairs (Tunnels Only)	6.75
System Continuity and Connectivity	10
Safety and Security:	10
Critical Crash Ratio	4.5
Improvements to Incident Management or Evacuation Routes	3
Failure Impact (Impact of Detour to Alternate Crossing)	2.5
Cost Effectiveness (Cost/VMT)	15
Land Use/Future Development Compatibility	10
Modal Enhancements:	5
Enhances Other Categories	1.5
Improves Vehicular Access	2
Provides Continuous Maritime Crossing	1.5
PROJECT UTILITY TOTAL	100
ECONOMIC VITALITY	
Total Reduction in Travel Time	30
Labor Market Access:	20
Increases Travel Time Reliability	10
Increases Access for Major Employment Centers	10
Addresses the Needs of Basic Sector Industries:	30
Increases Access to Tourist Destinations	10
Increases Access for Defense Installations	6
Increases Access for Defense Installations – STRAHNET	4
Increases Access to Port Facilities	10
Increases Opportunity:	20
Provides New or Increased Access	10
Supports Plans for Future Growth	10
ECONOMIC VITALITY TOTAL	100
PROJECT VIABILITY	
Funding	50
Percentage of Funding Committed	50
Process/Project Readiness	50
Prior Commitment (Is project in L RTP)	10
Percentage of Project Design Complete	10
Environmental Documents Complete	15
Environmental Decisions Obtained	5
ROW Obtained and Utilities Coordinated	5
Additional Environmental Permits Obtained	5
PROJECT VIABILITY TOTAL	100

“Transit” Weighting Factors	
Criteria and Subcriteria	Weighting
PROJECT UTILITY	
Existing Usage/Ridership, Coverage Area/Population	20
System Continuity and Connectivity:	20
<i>Regional Significance</i>	9
<i>Improves access to employment and population centers</i>	11
User Benefit (Annual Travel Time Savings per Rider)	15
Land Use/Future Development Compatibility	15
Air Quality/Emissions Reduction	10
Cost Effectiveness (Annualized Costs/Annual Riders)	15
Enhances Other Categories	5
PROJECT UTILITY TOTAL	100
ECONOMIC VITALITY	
Labor Market Access:	45
<i>Increases Access for Major Employment Centers</i>	20
<i>Increases Travel Time Reliability</i>	10
<i>Increases Frequency of Service</i>	10
<i>Provides Access to Institutions of Higher Education</i>	5
Addresses the Needs of Basic Sector Industries:	20
<i>Provides or Improves Access for Defense Installations</i>	10
<i>Increases Access to Tourist Destinations</i>	10
Increases Opportunity:	20
<i>Provides New Access to the Network</i>	5
<i>Supported by Plans for Increased Density and Economic Activity</i>	15
Economic Distress Factors:	15
<i>Provides Access to Areas with High Unemployment</i>	5
<i>Provides Access to Low Income Areas</i>	10
ECONOMIC VITALITY TOTAL	100
PROJECT VIABILITY	
Funding	50
<i>Percentage of Funding Committed</i>	50
Process/Project Readiness	50
<i>Prior Commitment (is project in L RTP)</i>	10
<i>Percentage of Project Design Complete</i>	10
<i>Environmental Documents Complete</i>	15
<i>Environmental Decisions Obtained</i>	5
<i>ROW Obtained and Utilities Coordinated</i>	5
<i>Additional Environmental Permits Obtained</i>	5
PROJECT VIABILITY TOTAL	100

Highway Project Utility Data Notes

Appendix C2: Glossary of Evaluation Criterion

Project Summary Input Data	Source	Calculation Method	Treatment of Project	Definitions
Project Length	HRTPO	Summation of Segment Lengths from CMP or Google Earth		Length of Project Corridor
Existing Lanes	HRTPO / CMP			
Proposed Lanes	Locality			
Parallel Facility	HRTPO			Representative Existing Roadway segment needing relief
2034 VMT	HRTPO	Project Length * Future ADT		Vehicle Miles Traveled along project in 2034
Existing V/C	HRTPO	Existing ADT / Existing Daily Capacity		Existing Level of Service Ratio
Forecast V/C	HRTPO	Future ADT / Future Daily Capacity		Future Level of Service Ratio
Existing Capacity	HRTPO / CMP			Maximum existing volume before roadway service fails
Future Capacity	HRTPO / CMP			Maximum future volume before roadway service fails
Existing ADT	HRTPO / CMP	Weighted average ADT by distance		Existing two-way volume
Future ADT	HRTPO	Weighted average ADT by distance		Forecast two-way volume
Total Crashes MVMT Past 3 Years	HRTPO / CMP	(Total Project Corridor Crashes/Total Project Corridor VMT) * 1×10^6		Total Crashes per Million Vehicle Miles Traveled (MVMT)
Jurisdiction Average Crash Rate	HRTPO / CMP	(Total Jurisdiction Crashes/Total Jurisdiction VMT) * 1×10^6	Separate calculations for interstate and non-interstate roadways.	Average Jurisdiction Crashes per Million Vehicle Miles Traveled (MVMT)
Statewide Roadway System Classification	HRTPO			VDOT Roadway System Classification (For Funding)
Estimated Cost of the Project	VDOT / HRTPO / Localities			Estimated Total Cost of Project in YOE Dollars

Cost Effectiveness Data	Source	Calculation Method	Treatment of Project	Definitions
Total Cost (\$) / VMT	HRTPO	Estimated Cost / 2034 VMT		Cost per forecast vehicle mile traveled

Highway Project Utility Data Notes

Congestion Level Data	Source	Calculation Method	Treatment of Project	Definitions
% Reduction in Existing and Future V/C Ratios	HRTPO	(Existing V/C - Forecast V/C) / Existing V/C		Reduction in congestion as a result of the project
Existing V/C Ratio	HRTPO	Existing V/C		Existing Level of Service Ratio
Impact to Nearby Roadway	HRTPO	Future ADT - Existing ADT		Volume attracted from other roadways to project upon construction

System Continuity and Connectivity Data	Source	Calculation Method	Treatment of Project	Definitions
Degree of Regional Impact	HRTPO	• Future ADT >50k = Regional • Future ADT <50k = Local • Crosses 2 jurisdictions & Future ADT <50k = Multi-jurisdictional		Degree project impacts regional transportation system

Land Use Compatibility Data	Source	Calculation Method	Treatment of Project	Definitions
Compatible with Existing Land Use Patterns and Future Plans/Development?	HRTPO	Review of Local Comprehensive Plans		Project consistency to Local Comprehensive Plan

Safety and Security Data	Source	Calculation Method	Treatment of Project	Definitions
Critical Crash Ratio	HRTPO	Total Crashes MVMT/Jurisdiction Average Crash Rate		Frequency ratio of project corridor crashes to jurisdiction crashes
Improvement to Incident Management or Evacuation Routes	VDOT / Locality / HRTPO			Project improves incident management or evacuation routes

Highway Project Utility Data Notes

Modal Enhancements Data	Source	Calculation Method	Treatment of Project	Definitions
Vehicular Access to Port/Military/Major Employment or Population Centers	HRTPO			Access to major regional traffic generators
Additional Dedicated modal facilities with project	Locality			Additional dedicated multimodal facility (HOV, bike lane, sidewalk, multiuse trail)

Highway Interchange Project Utility Data Notes

Project Summary Input Data	Source	Calculation Method	Treatment of Project	Definitions
Project Length	HRTPO	Summation of Segment Lengths from CMP or Google Earth		Length of Project Corridor
Existing Lanes	HRTPO / CMP			
Proposed Lanes	Locality			
Parallel Facility	HRTPO			Representative Existing Roadway segment needing relief
2034 VMT	HRTPO	Project Length * Future ADT	VMT calculated 1/2 mile from interstate approaches; 1/4 mile on non-interstate approaches	Vehicle Miles Traveled along project in 2034
Total Crashes MVMT Past 3 Years	HRTPO / CMP	(Total Project Corridor Crashes/Total Project Corridor VMT) * 1x10 ⁶		Total Crashes per Million Vehicle Miles Traveled (MVMT)
Jurisdiction Average Crash Rate	HRTPO / CMP	(Total Jurisdiction Crashes/Total Jurisdiction VMT) * 1x10 ⁶	Separate calculations for interstate and non-interstate roadways	Average Jurisdiction Crashes per Million Vehicle Miles Traveled (MVMT)
Statewide Roadway System Classification	HRTPO			VDOT Roadway System Classification (For Funding)
Estimated Cost of the Project	VDOT / Localities / HRTPO			Estimated Total Cost of Project in YOE Dollars

Land Use Compatibility Data	Source	Calculation Method	Treatment of Project	Definitions
Compatible with Existing Land Use Patterns and Future Plans/Development?	HRTPO	Review of Local Comprehensive Plans		Project consistency to Local Comprehensive Plan

Cost Effectiveness Data	Source	Calculation Method	Treatment of Project	Definitions
Total Cost (\$) / VMT	HRTPO	Estimated Cost / 2034 VMT		Cost per forecast vehicle mile traveled

Highway Interchange Project Utility Data Notes

System Continuity and Connectivity Data	Source	Calculation Method	Treatment of Project	Definitions
Degree of Regional Impact	HRTPO	• Future ADT >50k = Regional • Future ADT <50k = Local • Crosses 2 jurisdictions & Future ADT <50k = Multi-jurisdictional		Degree project impacts regional transportation system

Congestion Level Data	Source	Calculation Method	Treatment of Project	Definitions
Queuing Interstate Approaches	HRTPO / CMP			Number of interstate approaches with queues
Queuing Arterial Approaches	HRTPO / CMP			Number of arterial approaches with queues
Queue Improvements Interstate Approaches	HRTPO / CMP			Number of interstate approaches with queue improvements
Queue Improvements Arterial Approaches	HRTPO / CMP			Number of arterial approaches with queue improvements
Number of Movements added or improved	HRTPO / CMP			Number of movements added or improved to interchange

Safety and Security Data	Source	Calculation Method	Treatment of Project	Definitions
Critical Crash Ratio	HRTPO	Total Crashes MVMT/Jurisdiction Average Crash Rate		Frequency ratio of project corridor crashes to jurisdiction crashes
Improvement to Incident Management or Evacuation Routes	VDOT / Locality / HRTPO			Project improves incident management or evacuation routes

Highway Interchange Project Utility Data Notes

Modal Enhancements Data	Source	Calculation Method	Treatment of Project	Definitions
Vehicular Access to Port/Military/Major Employment or Population Centers	HRTPO			Access to major regional traffic generators
Additional Dedicated modal facilities with project	Locality			Additional dedicated multimodal facility (HOV, bike lane, sidewalk, multiuse trail)

Bridge and Tunnel Project Utility Data Notes

Project Summary Input Data	Source	Calculation Method	Treatment of Project	Definitions
Project Length	HRTPO	Summation of Segment Lengths from CMP or Google Earth		Project Corridor Length
Detour Length	HRTPO / CMP			Shortest detour from Point A of project corridor to Point B
Existing Lanes	HRTPO / CMP			
Proposed Lanes	Locality			
Parallel Facility	HRTPO			Representative Existing Roadway segment needing relief
Existing Detour Route VMT	HRTPO / CMP	Detour Route Existing VMT (Length *Existing ADT)		Existing vehicle miles traveled along project detour route
2034 VMT	HRTPO	Project Length * Future ADT		Vehicle Miles Traveled along project in 2034
Existing V/C	HRTPO	Existing ADT / Existing Daily Capacity		Existing Level of Service Ratio
Forecast V/C	HRTPO	Future ADT / Future Daily Capacity		Future Level of Service Ratio
Existing Capacity	HRTPO / CMP			Maximum existing volume before roadway service fails
Future Capacity	HRTPO / CMP			Maximum future volume before roadway service fails
Existing ADT	HRTPO / CMP	Weighted average ADT by distance		Existing two-way volume
Future ADT	HRTPO	Weighted average ADT by distance		Forecast two-way volume
Total Crashes MVMT Past 3 Years	HRTPO / CMP	(Total Project Corridor Crashes/Total Project Corridor VMT) * 1x10 ⁶		Total Crashes per Million Vehicle Miles Traveled (MVMT)
Jurisdiction Average Crash Rate	HRTPO / CMP	(Total Jurisdiction Crashes/Total Jurisdiction VMT) * 1x10 ⁶	Separate calculations for interstate and non-interstate roadways	Average Jurisdiction Crashes per Million Vehicle Miles Traveled (MVMT)
Statewide Roadway System Classification	HRTPO			VDOT Roadway System Classification (For Funding)
Estimated Cost of the Project	VDOT / Localities / HRTPO			Estimated Total Cost of Project in YOE Dollars

Bridge and Tunnel Project Utility Data Notes

Congestion Level Data	Source	Calculation Method	Treatment of Project	Definitions
% Reduction in Existing and Future V/C Ratios	HRTPO	$(\text{Existing V/C} - \text{Forecast V/C}) / \text{Existing V/C}$		Reduction in congestion as a result of the project
Existing V/C Ratio	HRTPO	Existing V/C		Existing Level of Service Ratio
Impact to Nearby Roadway	HRTPO	Future ADT - Existing ADT		Volume attracted from other roadways to project upon construction

Infrastructure Condition Data	Source	Calculation Method	Treatment of Project	Definitions
Bridge Sufficiency Rating	HRTPO / CMP			Structural Bridge rating from 0-100
Tunnel Age in Horizon Year	HRTPO	Horizon Year - Opening Date of Tunnel		
Age since last major tunnel repair	HRTPO	Horizon Year - Date of last major tunnel repair		Years since last major (>\$5 million) repair
Cost for Necessary Repairs	VDOT			Costs for repairs / upgrades to maintain existing capacity

System Continuity and Connectivity Data	Source	Calculation Method	Treatment of Project	Definitions
Degree of Regional Impact	HRTPO	• Future ADT >50k = Regional • Future ADT <50k = Local • Crosses 2 jurisdictions & Future ADT <50k = Multi-jurisdictional		Degree project impacts regional transportation system

Land Use Compatibility Data	Source	Calculation Method	Treatment of Project	Definitions
Compatible with Existing Land Use Patterns and Future Plans/Development?	HRTPO	Review of Local Comprehensive Plans		Project consistency to Local Comprehensive Plan

Bridge and Tunnel Project Utility Data Notes

Safety and Security Data	Source	Calculation Method	Treatment of Project	Definitions
Critical Crash Ratio	HRTPO	Total Crashes MVMT/Jurisdiction Average Crash Rate		Frequency ratio of project corridor crashes to jurisdiction crashes
Improvement to Incident Management or Evacuation Routes	VDOT / Locality / HRTPO			Project improves incident management or evacuation routes
Diversion Impact Due to Failure	HRTPO	Existing Detour Route VMT + (Future ADT * Detour Length)		VMT impacted due to facility failure

Cost Effectiveness Data	Source	Calculation Method	Treatment of Project	Definitions
Total Cost (\$) / VMT	HRTPO	Estimated Cost / 2034 VMT		Cost per forecast vehicle mile traveled

Modal Enhancements Data	Source	Calculation Method	Treatment of Project	Definitions
Vehicular Access to Port/Military/Major Employment or Population Centers	HRTPO			Access to major regional traffic generators
Additional Dedicated modal facilities with project	Locality			Additional dedicated multimodal facility (HOV, bike lane, sidewalk, multiuse trail)
Unimpeded Commercial Maritime/Rail Traffic	HRTPO			Project allows grade separated rail traffic or unimpeded commercial maritime traffic flow

Transit Project Utility Data Notes

Project Summary Input Data	Source	Calculation Method	Treatment of Project	Definitions
Project Length	HRT			
Estimated Annual Ridership	HRT			
Estimated Capital Cost of the Project	HRT	Annualized		
Estimated Operating Cost of the Project	HRT	Annualized		

Existing Usage & Prospective Ridership Data	Source	Calculation Method	Treatment of Project	Definitions
Usage/Ridership	HRT	Annual ridership/days in operating year (293)		Daily ridership

System Continuity and Connectivity Data	Source	Calculation Method	Treatment of Project	Definitions
Degree of Regional Impact	HRTPO			Degree project impacts regional transportation system
Vehicular Access to Port/Military/Major Employment or Population Centers	HRTPO			Access to major regional traffic generators

Cost Effectiveness Data	Source	Calculation Method	Treatment of Project	Definitions
Total Cost (\$) / Rider	HRTPO	(Estimated Capital Cost + Estimated Operating Cost)/ Annual Ridership		Project capital and operating cost per rider

Transit Project Utility Data Notes

Land Use Compatibility Data	Source	Calculation Method	Treatment of Project	Definitions
Compatible with Existing Land Use Patterns and Future Plans/Development?	HRTPO	Review of Local Comprehensive Plans		Project consistency to Local Comprehensive Plan

User Benefit Data	Source	Calculation Method	Treatment of Project	Definitions
Annual Travel Time Savings per Rider	HRT			Annual time (hour) saved per rider as a result of the project
Vehicular Access to Port/Military/Major Employment or Population Centers	HRTPO			Access to major regional traffic generators

Modal Enhancements Data	Source	Calculation Method	Treatment of Project	Definitions
Additional Dedicated modal facilities with project	HRT			Additional dedicated multimodal facility (HOV, bike lane, sidewalk, multiuse trail)

Air Quality Data	Source	Calculation Method	Treatment of Project	Definitions
Annual Emission Reduction	HRT			Annual emission tonnage reduced due to the project

Intermodal Project Utility Data Notes

Project Summary Input Data	Source	Calculation Method	Treatment of Project	Definitions
Project Length	HRTPO			
2034 VMT	HRTPO	Project Length * Future ADT		Vehicle Miles Traveled along project in 2034
Estimated Cost of the Project	VDOT / Localities / HRTPO			Estimated Total Cost of Project in YOE Dollars

Cost Effectiveness Data	Source	Calculation Method	Treatment of Project	Definitions
Total Cost (\$) / VMT	HRTPO	Estimated Cost / 2034 VMT		Cost per forecast vehicle mile traveled

Modal Enhancements Data	Source	Calculation Method	Treatment of Project	Definitions
Multimodal Access	HRTPO			Additional modes of transportation accessed as a result of the project

Rail/Vehicular Access Data	Source	Calculation Method	Treatment of Project	Definitions
Vehicular Access to Port/Military/Major Employment or Population Centers	HRTPO			Access to major regional traffic generators

Intermodal Movements Data	Source	Calculation Method	Treatment of Project	Definitions
Degree of Conflict Intermodal Movements	HRTPO			Level of intermodal movement conflict improvement from the project

Project Viability Data Notes

Project Viability Data	Source	Calculation Method	Treatment of Project	Definitions
Percentage of Funding Committed	Locality / VDOT			Percentage of funding committed towards the project.
LRTP Inclusion	HRTPO	Review of 2030 LRTP		Is the project in the currently adopted LRTP?
Percent Project Design Complete	Locality / VDOT			Percentage of design work completed towards construction.
Environmental Documents Complete	Locality / VDOT			Has the project completed the National Environmental Policy Act process?
Environmental Decisions Obtained	Locality / VDOT			Has the project received a Record of Decision or equivalent?
ROW Obtained/Utilities Coordinated	Locality / VDOT			Has Right of Way been obtained/utilities coordinated for the project?
Additional Environmental Permits	Locality / VDOT			Has the project received the necessary environmental documents towards construction (Coast Guard, wetlands, etc)?

Highways, Highway Interchanges, and Bridges & Tunnel Economic Vitality Data Notes

Economic Vitality Data	Source	Calculation Method	Treatment of Project	Definitions
Total Reduction in Travel Time	HRTPO	Difference Regional Total Travel Time between base and project implementation		Reduction of regional travel time as a result of the project
Travel Time Reliability	HRTPO / CMP	Change in V/C between Existing and Future, Safety Ranking (Crashes per MVMT), volume, number of uncongested diversion routes		Reliability of traffic flow as a result of the project
Increased Access to High Density Employment	HRTPO	Difference Regional Total Travel Time between base and project implementation		Reduction of regional travel time to high density employment areas as a result of the project
Reduction travel time to military bases	HRTPO	Difference Regional Total Travel Time between base and project implementation		Reduction of regional travel time to military bases as a result of the project
Is the project part of STRAHNET?	HRTPO			Is the project included in the Strategic Highway Network?
Reduction travel time to port facilities	HRTPO	Difference Regional Total Travel Time between base and project implementation		Reduction of regional travel time to port facilities as a result of the project
Reduction travel time to tourism areas	HRTPO	Difference Regional Total Travel Time between base and project implementation		Reduction of regional travel time to tourism areas as a result of the project
Provision of new or increased access opportunities	HRTPO		New projects = New Opportunity Existing Facility = Increased Opportunity	Project providing access opportunity to the regional transportation network
Support Plans for Future Growth	HRTPO	Review of Local Comprehensive Plans		Project consistency to Local Comprehensive Plan

Transit Economic Vitality Data Notes

Economic Vitality Data	Source	Calculation Method	Treatment of Project	Definitions
Increased Access for Major Employment Centers	HRTPO	Sum of employment within half mile Euclidean distance of transit line	FTA Planning Guidelines	Project access to Major Employment Centers
Travel Time Reliability	HRTPO			Reliability of traffic flow as a result of the project
Frequency of Service	HRTPO			Project providing increased frequency of transit services
Access to Higher Education Institutions	HRTPO	Notation of higher education institutions within half mile Euclidean distance of transit line		Project access to higher education institutions
Improve Defense Access	HRTPO	Notation of defense facilities Euclidean distance of transit line	<0.25 miles, 0.25-0.5 miles, >0.5 miles	Project access to Defense facilities
Improve Tourism Access	HRTPO	Notation of tourism employment within Euclidean distance of transit line	<0.25 miles, 0.25-0.5 miles, >0.5 miles	Project access to tourism areas
New Network Access	HRTPO		New facility = yes	Does the project provide new access to the transportation network
Supports Increased Density and Economic Activity	HRTPO	Review of Local Comprehensive Plans		Project consistency to Local Comprehensive Plan
Access to High Unemployment areas	HRTPO	Notation of high unemployment areas within Euclidean distance of transit line	High Unemployment = 2 standard deviations above mean	Project provides access to areas of high unemployment
Access to Low Income Areas	HRTPO	Notation of Low Income Areas within Euclidean distance of transit line	Low Income Areas = median income below poverty level	Project provides access to areas of low income

Intermodal Economic Vitality Data Notes

Economic Vitality Data	Source	Calculation Method	Treatment of Project	Definitions
Total Reduction in Travel Time	HRTPO	Difference Regional Total Travel Time between base and project implementation		Reduction of regional travel time as a result of the project
Travel Time Reliability	HRTPO / CMP	Change in V/C between Existing and Future, Safety Ranking (Crashes per MVMT), volume, number of uncongested diversion routes		Reliability of traffic flow as a result of the project
Increased Access to High Density Employment	HRTPO	Difference Regional Total Travel Time between base and project implementation		Reduction of regional travel time to high density employment areas as a result of the project
Impact Truck Movements	HRTPO/CMP			Level of impact project improves truck movement
Increase Access to Airports	HRTPO			Project provides improved access to airport facilities
Increase Access to port facilities	HRTPO			Project provides improved access to port facilities
Improves Flow of Freight Rail	HRTPO			Project improves flow of freight rail traffic
Provision of new or increased access opportunities	HRTPO		New projects = New Opportunity Existing Facility = Increased Opportunity	Project providing access opportunity to the regional transportation network
Support Plans for Future Growth	HRTPO	Review of Local Comprehensive Plans		Project consistency to Local Comprehensive Plan

Appendix D: Glossary of Acronyms and Abbreviations

ADT	Average Daily Traffic
ATI	Air Terminal Interchange
Ave	Avenue
Blvd	Boulevard
B/T	Bridge-Tunnel
CH (CHE)	City of Chesapeake
CL	City/County Line
CMP	Congestion Management Plan
Dr	Drive
DRPT	Virginia Department of Rail and Public Transportation
E	East
EB	Eastbound
EIS	Environmental Impact Statement
E-W	East-West
Expy	Expressway
FONSI	Finding of No Significant Impact
Ft	Fort
FY	Fiscal Year
FRA	Federal Railroad Administration
GW	George Washington [Memorial Highway]
HM	City of Hampton
HOV	High Occupancy Vehicle Lane
HRBT	Hampton Roads Bridge-Tunnel
HRT	Hampton Roads Transit
HRTPO	Hampton Roads Transportation Planning Organization
Hwy	Highway
I-(#)	Interstate-(Number)
Int	Intersection
Int'l	International
k	Thousand
KHA	Kimley Horn and Associates
Ln	Lane
LRT	Light Rail Transit

L RTP	Long-Range Transportation Plan
MLK	Martin Luther King Freeway
MMMBT	Monitor Merrimac Memorial Bridge Tunnel
Mt	Mount
Mph	Miles per hour
Multi	Multi-jurisdictional
MVMT	Million Vehicle Miles Traveled
NEPA	National Environmental Policy Act
NIT	Norfolk International Terminal
NN	City of Newport News
NOR	City of Norfolk
NS	Norfolk Southern Corporation
Pkwy	Parkway
POQ	City of Poquoson
POR	City of Portsmouth
PPTA	Public-Private Transportation Act of 1995
Rd	Road
ROD	Record of Decision
ROW	Right of Way
Rte	Route
St	Street
STRAHNET	Strategic Highway Network
SU (SUF)	City of Suffolk
SYIP	Virginia Department of Transportation Six Year Improvement Program
TAZ	Traffic Analysis Zone
TDM	Travel Demand Management
Tnpk	Turnpike
Tr	Trail
VA	Commonwealth of Virginia [Virginia]
VB	City of Virginia Beach
V/C	Volume over Capacity
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
WB	Westbound
YOE	Year of Expenditure

HAMPTON ROADS

Prioritization of Transportation Projects

Project Evaluation and Scoring

Appendix E: Input Data



HAMPTON ROADS
TPO
TRANSPORTATION PLANNING ORGANIZATION
December 2010

T10-09

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION

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Report Documentation

TITLE:

Prioritization of Transportation Projects: Project Evaluation and Scoring

AUTHORS:

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PROJECT MANAGER:

Andy Pickard

ABSTRACT:

At its July 2010 meeting, the HRTPO Board approved the transportation project prioritization methodology report, which was the culmination of a year-long effort to create a tool for prioritizing projects.

The analysis, evaluation, and scoring of candidate transportation projects for the 2034 Long-Range Transportation Plan is summarized within the document. The document will serve as a guiding tool for the region to develop regional transportation priorities, which in turn will provide a framework for pursuit of funding for the region's transportation system. Furthermore, this document will be used for the development of a fiscally-constrained 2034 Long-Range Transportation Plan.

REPORT DATE:

December 2010

GRANT/SPONSORING AGENCY:

FHWA/VDOT/Local Funds

ORGANIZATIONAL NAME, ADDRESS, & TELEPHONE:

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Appendix E: Input Data

In the following pages, a comprehensive documentation of the input data that was used and analyzed within the prioritization tool is provided. Data provided in this appendix originated from the various documented sources, as noted in Appendix C2.

Background Information - Highway Proj													
Project ID	Project Name	From	To	Jurisdiction 1 (Primary) Select from the Dropdown Menu:	Project Purpose	Length (miles)	Existing Lanes	Proposed Lanes	Existing Function Class	Proposed Function Class	2034 Daily VMT	Existing V/C Ratio	Existing V/C Ratio Parallel Facility
5	I-64 Peninsula Widening	Route 199 (Exit 242)	Jefferson Ave (Exit 255)	Multi	Add capacity by widening from 2 lanes in each direction to 3 general purpose lanes and 1 HOV lane in each direction.	12.83	4	8	U/F-2/2L	U/F-2/4L	1,706,390	0.98	
6	I-64 North Peninsula Widening	Route 199 (Exit 242)	New Kent County Line	Multi	Add capacity by widening from 2 lanes in each direction to 3 general purpose lanes and 1 HOV lane in each direction.	17.99	4	8	R/F-1/2L	R/F-1/4L	1,781,010	0.62	
12	Southeastern Parkway	I-264	Chesapeake Expy	Multi		18.25	0	4	-	U/F-2/3L	1,569,500		1.05
16	US 460 Relocation	Suffolk Bypass at US 58	Southampon / IW corp limit	Multi	East-West access to port, tourism destinations, and emergency evacuation as alternative to existing, speed-restricted, undivided corridor	14.87	4	4	RU/PA-1-N/4L	R/F-1/2L	446,100		0.24
18	Airport Access Road	West Rd	Dominion Blvd (US 17 South)	CHE	Provide new, direct access to Chesapeake Airport from Dominion Blvd.	1.05	0	2	-	U/C-1-Y/2L	2,520		0.10
19	Butts Station Road	Kempsville Rd	Centerville Tnpk	CHE	Relieve congestion w/ 2 additional travel lanes	2.08	2	4	U/MA-1-P/2L	U/MA-1-Y/4L	64,480	0.72	
20	Cedar Road	Albermarle Dr	Battlefield Blvd	CHE	Relieve congestion w/ 3 additional travel lanes and provide better pedestrian accommodations.	0.95	3	6	U/MA-3-P/2L	U/MA-3-Y/6L	46,550	1.69	
24	Route 17 (G.W. Memorial Highway)	Sawyers Mill Rd	Moses Grandy Trail	CHE	Realign road & intersection, provide additional capacity to relieve congestion.	1.00	2	4	U/PA-1-P/2L	U/PA-1-Y/4L	1,400	0.00	0.22
25	Hanbury Road	Johnstown Rd	Battlefield Blvd	CHE	Relieve congestion w/ 2 additional travel lanes	1.01	2	4	U/MA-2-P/2L	U/MA-2-Y/4L	22,220	0.49	
30	Mt. Pleasant Road, Phase 1	Chesapeake Expy	Etheridge Rd	CHE	Relieve congestion w/ 2 additional travel lanes & improve pedestrian accommodations	1.00	2	4	U/MA-1-P/2L	U/MA-1-Y/4L	39,000	1.17	
31	Mt. Pleasant Road, Phase 2	Etheridge Rd	Centerville Tnpk	CHE	Relieve congestion w/ 2 additional travel lanes & improve pedestrian accommodations	1.43	2	4	U/MA-1-P/2L	U/MA-1-Y/4L	31,460	1.17	
32	Portsmouth Boulevard	Joliff Rd	Chesapeake City Line	CHE	Relieve congestion w/ 2 additional travel lanes & improve pedestrian accommodations	0.75	2	4	RU/MA-1-P/2L	RU/MA-1-Y/4L	21,000	0.58	
34	Waters Road Phase 1	Washington Dr	Old Vintage Rd	CHE	Relieve congestion w/ 2 additional travel lanes & improve pedestrian accommodations	0.17	2	4	U/C-3-N/2L	U/C-3-Y/4L	3,060	0.18	
35	Waters Road Phase 2	Old Vintage Rd	Johnstown Rd	CHE	Relieve congestion w/ 2 additional travel lanes & improve pedestrian accommodations	1.33	2	4	U/C-3-N/2L	U/C-3-Y/4L	23,940	0.18	
36	Woodlake Drive Extended	Woodlake Dr	Battlefield Blvd	CHE	Relieve congestion on a parallel facility (Military Hwy & I-64) and improve pedestrian accommodations.	0.70	0	3	-	U/C-3-Y/2L	4,200		0.74
37	Route 17 (G.W. Memorial Highway)	1 mi North of Coleman Bridge	Main Street	GLO	Congestion Relief	11.10	4	6	U/PA-1-Y/4L	U/PA-1-Y/6L	543,900	0.80	
38	Route 17 (G.W. Memorial Highway)	Main Street	Ark Rd	GLO	Congestion Relief	4.06	4	6	RU/PA-1-Y/4L	RU/PA-1-Y/6L	89,320	0.25	
40	Coliseum Drive Connector	Coliseum Dr at Sentara	Armistead Ave	HM	Provides link between two arterials and improves access to hospital.	0.75	0	2	-	U/C-3-P/2L	1,500		0.58
44	Saunders Road	Newport News CL	Big Bethel Rd	HM	Provides needed capacity on congested road and improves safety.	0.72	2	4	U/C-2-P/2L	U/C-2-Y/4L	9,360	0.68	
45	Wythe Creek Road & Bridge	Commander Shepard Blvd	Poquoson CL	HM	Provides needed capacity on congested road and improves evac route.	1.00	2	4	U/MA-2-P/2L	U/MA-2-Y/4L	35,000	1.05	
46	South Church Street	Battery Park Rd	Talbot Dr	IoW	Provides safe left turn to businesses and minimizes traffic congestion	1.00	2	3	T/MA-2-P/2L	T/MA-2-Y/2L	23,000	0.94	
47	Battery Park Road	S. Church Street	Nike Park Road	IoW	Provides relief to increased traffic flow and congestion	1.33	2	4	T/C-1-N/2L	T/C-1-Y/4L	37,240	0.89	
48	US 258 Widening	US 460	Sunset Dr	IoW	Widen 2-lane undivided road to divided 4-lane that connects intermodal park with US 460	2.60	2	4	RU/MA-1-N/2L	RU/MA-1-Y/4L	57,200	0.30	

Highway Projects																	
Projects																	
Project ID	Project Name	From	To	Existing Capacity	Parallel Facility	Parallel Facility From	Parallel Facility To	Existing Capacity Parallel Facility	Change in Forecast V/C from Existing V/C	Forecasted V/C Ratio	Forecasted V/C Ratio Parallel Facility	Future Capacity	Existing ADT	Existing ADT Parallel Facility	Total Crashes Per MVT in Past 3 Years	Total Crashes Per MVT in Past 3 Years Parallel Facility	Jurisdictional Average Crash Rate (Per Million VMT)
5	I-64 Peninsula Widening	Route 199 (Exit 242)	Jefferson Ave (Exit 255)	96,300						0.64		208,200	94,055		1.15		0.86
6	I-64 North Peninsula Widening	Route 199 (Exit 242)	New Kent County Line	92,400						0.50		197,200	57,124		0.41		0.54
12	Southeastern Parkway	I-264	Chesapeake Expy		I-264	Newtown Road	Witchduck Road	204,100			0.97	152,100		213,320		1.73	0.75
16	US 460 Relocation	Suffolk Bypass at US 58	Southampton / IW corp limit		Existing US 460	US 258	Zuni	52,800			0.08	92,400		12,908		1.19	1.58
18	Airport Access Road	West Rd	Dominion Blvd (US 17 South)		West Road	Dominion Blvd	Chesapeake Airport	12,900			0.39	17,000		1,227		2.98	1.75
19	Butts Station Road	Kempsville Rd	Centerville Tnpk	16,500					23%	0.89		34,800	11,942		2.51		1.75
20	Cedar Road	Albermarle Dr	Battlefield Blvd	15,800						0.98		50,100	26,723		2.59		1.75
24	Route 17 (G.W. Memorial Highway)	Sawyers Mill Rd	Moses Grandy Trail	19,900	Existing GW Memorial Hwy	Sawyers Mill Road	Moses Grandy Trail	19,900			0.70	41,900		4,363		4.62	1.75
25	Hanbury Road	Johnstown Rd	Battlefield Blvd	17,100					25%	0.61		36,000	8,390		7.98		1.75
30	Mt. Pleasant Road, Phase 1	Chesapeake Expy	Etheridge Rd	16,500						1.12		34,800	19,230		3.70		1.75
31	Mt. Pleasant Road, Phase 2	Etheridge Rd	Centerville Tnpk	16,500						0.63		34,800	19,230		3.70		1.75
32	Portsmouth Boulevard	Joliff Rd	Chesapeake City Line	22,800						0.43		65,100	13,296		1.82		1.75
34	Waters Road Phase 1	Washington Dr	Old Vintage Rd	11,300					240%	0.60		29,900	2,000		7.29		1.75
35	Waters Road Phase 2	Old Vintage Rd	Johnstown Rd	11,300					240%	0.60		29,900	2,000		7.29		1.75
36	Woodlake Drive Extended	Woodlake Dr	Battlefield Blvd		Military Highway	Greenbrier Pkwy	Battlefield Blvd	42,800			0.82	14,900		31,502		2.78	1.75
37	Route 17 (G.W. Memorial Highway)	1 mi North of Coleman Bridge	Main Street	41,900						0.78		62,900	33,409		0.95		1.12
38	Route 17 (G.W. Memorial Highway)	Main Street	Ark Rd	70,400						0.21		105,600	17,760		1.09		1.12
40	Coliseum Drive Connector	Coliseum Dr at Sentara	Armistead Ave		Marcella Rd	Coliseum Drive	Armistead Ave	14,100			0.15	14,100		8,109		8.97	3.13
44	Saunders Road	Newport News CL	Big Bethel Rd	15,400						0.40		32,500	10,479		4.65		3.13
45	Wythe Creek Road & Bridge	Commander Shepard Blvd	Poquoson CL	17,100						0.97		36,000	17,880		1.77		3.13
46	South Church Street	Battery Park Rd	Talbot Dr	15,200					53%	1.44		16,000	14,240		3.15		1.27
47	Battery Park Road	S. Church Street	Nike Park Road	12,400					16%	1.03		27,200	11,003		1.89		1.27
48	US 258 Widening	US 460	Sunset Dr	18,200					24%	0.37		59,000	5,451		0.37		1.27

								Congestion Level (30 Points)							System Continuity and Connectivity (25 Points)		
Project ID	Project Name	From	To	Future ADT	Future ADT Parallel Facility	Statewide Roadway System Classification <i>Select from the Dropdown Menu:</i>	Estimated Cost of Project (YOE)	% Reduction between Existing and Future V/C Ratios		Existing V/C Ratio		Impact to Nearby Roadway		CONGESTION LEVEL TOTAL	Degree of Regional Impact		SYSTEM CONTINUITY & CONNECTIVITY TOTAL
								No Input Needed - (Existing V/C - Future V/C) / Existing V/C				No Input Needed - (Future ADT - Existing ADT)			Select from the Dropdown Menu: Regional, Multi-Jurisdictional, or Local		
5	I-64 Peninsula Widening	Route 199 (Exit 242)	Jefferson Ave (Exit 255)	133,000		INTERSTATE	\$779,379,002	34.6%	6.92	0.98	5.00	38,945	10.00	21.92	Regional	25.00	25.00
6	I-64 North Peninsula Widening	Route 199 (Exit 242)	New Kent County Line	99,000		INTERSTATE	\$1,098,000,000	18.8%	3.76	0.62	0.00	41,876	10.00	13.76	Regional	25.00	25.00
12	Southeastern Parkway	I-264	Chesapeake Expy	86,000	197,000	PRIMARY	\$2,500,000,000	7.7%	1.53	1.05	10.00	86,000	10.00	21.53	Regional	25.00	25.00
16	US 460 Relocation	Suffolk Bypass at US 58	Southampton / IW corp limit	30,000	4,000	PRIMARY	\$700,000,000	69.0%	10.00	0.24	0.00	30,000	10.00	20.00	Regional	25.00	25.00
18	Airport Access Road	West Rd	Dominion Blvd (US 17 South)	2,400	5,000	URBAN	\$12,300,000	0.0%	0.00	0.10	0.00	2,400	0.80	0.80	Local	8.25	8.25
19	Butts Station Road	Kempsville Rd	Centerville Tnpk	31,000		URBAN	\$20,500,000	0.0%	0.00	0.72	0.00	19,058	6.35	6.35	Local	8.25	8.25
20	Cedar Road	Albermarle Dr	Battlefield Blvd	49,000		URBAN	\$10,000,000	42.2%	8.43	1.69	10.00	22,277	7.43	25.86	Multi-Jurisdictional	16.75	16.75
24	Route 17 (G.W. Memorial Highway)	Sawyers Mill Rd	Moses Grandy Trail	1,400	14,000	URBAN	\$11,000,000	0.0%	0.00	0.22	0.00	1,400	0.47	0.47	Local	8.25	8.25
25	Hanbury Road	Johnstown Rd	Battlefield Blvd	22,000		URBAN	\$15,975,000	0.0%	0.00	0.49	0.00	13,610	4.54	4.54	Local	8.25	8.25
30	Mt. Pleasant Road, Phase 1	Chesapeake Expy	Etheridge Rd	39,000		URBAN	\$26,426,502	3.8%	0.77	1.17	10.00	19,770	6.59	17.36	Local	8.25	8.25
31	Mt. Pleasant Road, Phase 2	Etheridge Rd	Centerville Tnpk	22,000		URBAN	\$20,000,000	45.8%	9.15	1.17	10.00	2,770	0.92	20.07	Local	8.25	8.25
32	Portsmouth Boulevard	Joliff Rd	Chesapeake City Line	28,000		URBAN	\$14,800,000	26.2%	5.25	0.58	0.00	14,704	4.90	10.15	Multi-Jurisdictional	16.75	16.75
34	Waters Road Phase 1	Washington Dr	Old Vintage Rd	18,000		URBAN	\$11,500,000	0.0%	0.00	0.18	0.00	16,000	5.33	5.33	Local	8.25	8.25
35	Waters Road Phase 2	Old Vintage Rd	Johnstown Rd	18,000		URBAN	\$15,700,000	0.0%	0.00	0.18	0.00	16,000	5.33	5.33	Local	8.25	8.25
36	Woodlake Drive Extended	Woodlake Dr	Battlefield Blvd	6,000	35,000	URBAN	\$6,000,000	0.0%	0.00	0.74	0.00	6,000	2.00	2.00	Local	8.25	8.25
37	Route 17 (G.W. Memorial Highway)	1 mi North of Coleman Bridge	Main Street	49,000		PRIMARY	\$89,200,000	2.3%	0.46	0.80	0.00	15,591	5.20	5.66	Regional	25.00	25.00
38	Route 17 (G.W. Memorial Highway)	Main Street	Ark Rd	22,000		PRIMARY	\$34,600,000	17.4%	3.48	0.25	0.00	4,240	1.41	4.89	Local	8.25	8.25
40	Coliseum Drive Connector	Coliseum Dr at Sentara	Armistead Ave	2,000	2,100	URBAN	\$3,500,000	74.1%	10.00	0.58	0.00	2,000	0.67	10.67	Local	8.25	8.25
44	Saunders Road	Newport News CL	Big Bethel Rd	13,000		URBAN	\$16,217,000	41.2%	8.24	0.68	0.00	2,521	0.84	9.08	Multi-Jurisdictional	16.75	16.75
45	Wythe Creek Road & Bridge	Commander Shepard Blvd	Poquoson CL	35,000		URBAN	\$19,000,000	7.0%	1.40	1.05	10.00	17,120	5.71	17.11	Multi-Jurisdictional	16.75	16.75
46	South Church Street	Battery Park Rd	Talbot Dr	23,000		SECONDARY	\$12,013,261	0.0%	0.00	0.94	5.00	8,760	2.92	7.92	Local	8.25	8.25
47	Battery Park Road	S. Church Street	Nike Park Road	28,000		SECONDARY	\$146,000,000	0.0%	0.00	0.89	5.00	16,997	5.67	10.67	Local	8.25	8.25
48	US 258 Widening	US 460	Sunset Dr	22,000		PRIMARY	\$12,000,000	0.0%	0.00	0.30	0.00	16,549	5.52	5.52	Local	8.25	8.25

Highway Projects																
				Cost Effectiveness (15 Points)			Land Use Compatibility (10 Points)			Safety and Security (15 Points)						
Project ID	Project Name	From	To	Total Cost (\$) / VMT		COST EFFECTIVENESS TOTAL	Is the Project Compatible with Existing Land Use Patterns and Future Plans/Development?		LAND USE COMPATIBILITY TOTAL	Critical Crash Ratio (Actual Crash Ratio / Average Jurisdictional Crash Ratio)		Improvement to Incident Management or Evacuation Routes?		SAFETY AND SECURITY TOTAL	Does the Project Improve Vehicular Access to:	
				No Input Needed - (Estimated Cost/ 2034 Daily VMT)			Select from the Dropdown Menu: (Compatible and Officially Documented, Compatible but Not Officially Documented, or Not Compatible)					Select from the Dropdown Menu: (Yes/No)			Select from the Dropdown Menu: (Yes and Regional, Yes but Not Regional, or No)	
5	I-64 Peninsula Widening	Route 199 (Exit 242)	Jefferson Ave (Exit 255)	\$456.74	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.34	2.70	Yes	7.00	9.70	Yes and Regional	
6	I-64 North Peninsula Widening	Route 199 (Exit 242)	New Kent County Line	\$616.50	14.13	14.13	Compatible and Officially Documented	10.00	10.00	0.76	0.00	Yes	7.00	7.00	Yes and Regional	
12	Southeastern Parkway	I-264	Chesapeake Expy	\$1,592.86	6.80	6.80	Compatible and Officially Documented	10.00	10.00	2.31	8.00	Yes	7.00	15.00	Yes and Regional	
16	US 460 Relocation	Suffolk Bypass at US 58	Southampton / IW corp limit	\$1,569.15	6.98	6.98	Compatible and Officially Documented	10.00	10.00	0.75	0.00	Yes	7.00	7.00	Yes and Regional	
18	Airport Access Road	West Rd	Dominion Blvd (US 17 South)	\$4,880.95	0.00	0.00	Compatible and Officially Documented	10.00	10.00	1.70	5.62	No	0.00	5.62	Yes and Regional	
19	Butts Station Road	Kempsville Rd	Centerville Tnpk	\$317.93	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.43	3.47	No	0.00	3.47	No	
20	Cedar Road	Albermarle Dr	Battlefield Blvd	\$214.82	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.48	3.84	Yes	7.00	10.84	No	
24	Route 17 (G.W. Memorial Highway)	Sawyers Mill Rd	Moses Grandy Trail	\$7,857.14	0.00	0.00	Compatible and Officially Documented	10.00	10.00	2.64	8.00	No	0.00	8.00	No	
25	Hanbury Road	Johnstown Rd	Battlefield Blvd	\$718.95	13.36	13.36	Compatible and Officially Documented	10.00	10.00	4.56	8.00	No	0.00	8.00	No	
30	Mt. Pleasant Road, Phase 1	Chesapeake Expy	Etheridge Rd	\$677.60	13.67	13.67	Compatible and Officially Documented	10.00	10.00	2.11	8.00	No	0.00	8.00	No	
31	Mt. Pleasant Road, Phase 2	Etheridge Rd	Centerville Tnpk	\$635.73	13.98	13.98	Compatible and Officially Documented	10.00	10.00	2.11	8.00	No	0.00	8.00	No	
32	Portsmouth Boulevard	Joliff Rd	Chesapeake City Line	\$704.76	13.46	13.46	Compatible and Officially Documented	10.00	10.00	1.04	0.32	No	0.00	0.32	No	
34	Waters Road Phase 1	Washington Dr	Old Vintage Rd	\$3,758.17	0.00	0.00	Compatible and Officially Documented	10.00	10.00	4.17	8.00	No	0.00	8.00	No	
35	Waters Road Phase 2	Old Vintage Rd	Johnstown Rd	\$655.81	13.83	13.83	Compatible and Officially Documented	10.00	10.00	4.17	8.00	No	0.00	8.00	No	
36	Woodlake Drive Extended	Woodlake Dr	Battlefield Blvd	\$1,428.57	8.04	8.04	Compatible and Officially Documented	10.00	10.00	1.59	4.71	No	0.00	4.71	Yes but not Regional	
37	Route 17 (G.W. Memorial Highway)	1 mi North of Coleman Bridge	Main Street	\$164.00	15.00	15.00	Compatible and Officially Documented	10.00	10.00	0.85	0.00	Yes	7.00	7.00	Yes and Regional	
38	Route 17 (G.W. Memorial Highway)	Main Street	Ark Rd	\$387.37	15.00	15.00	Compatible and Officially Documented	10.00	10.00	0.97	0.00	Yes	7.00	7.00	Yes and Regional	
40	Coliseum Drive Connector	Coliseum Dr at Sentara	Armistead Ave	\$2,333.33	1.25	1.25	Compatible and Officially Documented	10.00	10.00	2.87	8.00	No	0.00	8.00	No	
44	Saunders Road	Newport News CL	Big Bethel Rd	\$1,732.59	5.76	5.76	Compatible and Officially Documented	10.00	10.00	1.49	3.88	No	0.00	3.88	Yes but not Regional	
45	Wythe Creek Road & Bridge	Commander Shepard Blvd	Poquoson CL	\$542.86	14.68	14.68	Compatible and Officially Documented	10.00	10.00	0.57	0.00	Yes	7.00	7.00	Yes and Regional	
46	South Church Street	Battery Park Rd	Talbot Dr	\$522.32	14.83	14.83	Compatible and Officially Documented	10.00	10.00	2.48	8.00	Yes	7.00	15.00	No	
47	Battery Park Road	S. Church Street	Nike Park Road	\$3,920.52	0.00	0.00	Compatible and Officially Documented	10.00	10.00	1.49	3.91	Yes	7.00	10.91	No	
48	US 258 Widening	US 460	Sunset Dr	\$209.79	15.00	15.00	Compatible and Officially Documented	10.00	10.00	0.29	0.00	Yes	7.00	7.00	Yes and Regional	

				Modal Enhancements (5 Points)				UTILITY TOTAL							
Project ID	Project Name	From	To		How many additional dedicated facilities for alternative modes does the project include?	MODAL ENHANCEMENTS TOTAL	Total Reduction in Regional Travel Time			Labor Market Access?: (a) Travel Time Reliability, (b) Increased Access for High Density Employment Areas			Addresses the Needs of		
					Select from the Dropdown Menu: (0, 1, 2, or 3+)					(a) Select from the Dropdown Menu: (High, Medium High, Medium, Low, Medium Low, Low)	(b) Select from the Dropdown Menu: (Very High, High, Medium, Low)		Defense Access		
													Will the project significantly reduce travel time for trips to major military bases? Select from the Dropdown Menu: (High, Medium, Low)	Is the project part of STRAHNET Select from the Dropdown Menu: (Yes/No)	
5	I-64 Peninsula Widening	Route 199 (Exit 242)	Jefferson Ave (Exit 255)	2.00	1 Enhancement	1.00	3.00	85.00	Very High	30.00	High	Medium	13.00	medium	Yes
6	I-64 North Peninsula Widening	Route 199 (Exit 242)	New Kent County Line	2.00	1 Enhancement	1.00	3.00	73.00	Medium	10.00	Medium Low	Low	4.00	low	Yes
12	Southeastern Parkway	I-264	Chesapeake Expy	2.00	0 Enhancements	0.00	2.00	80.00	high	20.00	Medium High	High	15.00	high	Yes
16	US 460 Relocation	Suffolk Bypass at US 58	Southampon / IW corp limit	2.00	0 Enhancements	0.00	2.00	71.00	Low	5.00	Medium	Low	6.00	Medium	Yes
18	Airport Access Road	West Rd	Dominion Blvd (US 17 South)	2.00	2 Enhancements	2.00	4.00	29.00	Low	5.00	None	Low	0.00	Low	No
19	Butts Station Road	Kempsville Rd	Centerville Tnpk	0.00	1 Enhancement	1.00	1.00	44.00	very low	0.00	Low	Low	2.00	low	No
20	Cedar Road	Albermarle Dr	Battlefield Blvd	0.00	2 Enhancements	2.00	2.00	80.00	low	5.00	Medium	low	6.00	low	No
24	Route 17 (G.W. Memorial Highway)	Sawyers Mill Rd	Moses Grandy Trail	0.00	2 Enhancements	2.00	2.00	29.00	very low	0.00	Low	low	2.00	low	Yes
25	Hanbury Road	Johnstown Rd	Battlefield Blvd	0.00	2 Enhancements	2.00	2.00	46.00	low	5.00	Medium Low	low	4.00	low	No
30	Mt. Pleasant Road, Phase 1	Chesapeake Expy	Etheridge Rd	0.00	2 Enhancements	2.00	2.00	59.00	low	5.00	Medium	low	6.00	low	No
31	Mt. Pleasant Road, Phase 2	Etheridge Rd	Centerville Tnpk	0.00	2 Enhancements	2.00	2.00	62.00	low	5.00	Medium	low	6.00	low	No
32	Portsmouth Boulevard	Joliff Rd	Chesapeake City Line	0.00	2 Enhancements	2.00	2.00	53.00	low	5.00	Low	low	2.00	low	No
34	Waters Road Phase 1	Washington Dr	Old Vintage Rd	0.00	1 Enhancement	1.00	1.00	33.00	Very Low	0.00	Low	Low	2.00	Low	No
35	Waters Road Phase 2	Old Vintage Rd	Johnstown Rd	0.00	1 Enhancement	1.00	1.00	46.00	Very Low	0.00	Low	Low	2.00	Low	No
36	Woodlake Drive Extended	Woodlake Dr	Battlefield Blvd	1.00	2 Enhancements	2.00	3.00	36.00	very low	0.00	None	low	0.00	low	No
37	Route 17 (G.W. Memorial Highway)	1 mi North of Coleman Bridge	Main Street	2.00	2 Enhancements	2.00	4.00	67.00	low	5.00	Medium	Low	6.00	low	Yes
38	Route 17 (G.W. Memorial Highway)	Main Street	Ark Rd	2.00	2 Enhancements	2.00	4.00	49.00	very low	0.00	Low	Low	2.00	low	Yes
40	Coliseum Drive Connector	Coliseum Dr at Sentara	Armistead Ave	0.00	2 Enhancements	2.00	2.00	40.00	Low	5.00	None	Low	0.00	Low	No
44	Saunders Road	Newport News CL	Big Bethel Rd	1.00	2 Enhancements	2.00	3.00	48.00	low	5.00	Low	Medium	5.00	low	No
45	Wythe Creek Road & Bridge	Commander Shepard Blvd	Poquoson CL	2.00	2 Enhancements	2.00	4.00	70.00	low	5.00	Medium Low	low	4.00	low	No
46	South Church Street	Battery Park Rd	Talbot Dr	0.00	1 Enhancement	1.00	1.00	57.00	very low	0.00	Low	low	2.00	low	No
47	Battery Park Road	S. Church Street	Nike Park Road	0.00	1 Enhancement	1.00	1.00	41.00	Low	5.00	None	Low	0.00	Low	No
48	US 258 Widening	US 460	Sunset Dr	2.00	0 Enhancements	0.00	2.00	48.00	Very Low	0.00	None	Low	0.00	Low	No

Highway Projects														
				Economic Vitality (100 Points)										
Project ID	Project Name	From	To	Basic Sector Industries?			Increased Opportunity?			ECONOMIC VITALITY TOTAL	Percentage of Funding Committed?		Is the project included in the currently adopted LRTP?	
				Will the project significantly reduce travel time for trips to major tourism areas? <i>Select from the Dropdown Menu: (High, Medium, Low)</i>			Provides New or Increased Access Opportunities? <i>Select from the Dropdown Menu: (New Opportunity, Increased Opportunity, No Additional Opportunity)</i>	Supports Plans for Future Growth? <i>Select from the Dropdown Menu: (Yes, No)</i>					<i>(Manual Entry %)</i>	
5	I-64 Peninsula Widening	Route 199 (Exit 242)	Jefferson Ave (Exit 255)	Medium	Medium	17.00	Increased Opportunity	Yes	15.00	75.00	1%	0.50	Yes	10.00
6	I-64 North Peninsula Widening	Route 199 (Exit 242)	New Kent County Line	Medium	low	9.00	Increased Opportunity	Yes	15.00	38.00	1%	0.50	No	0.00
12	Southeastern Parkway	I-264	Chesapeake Expy	high	medium	25.00	New Opportunity	Yes	20.00	80.00	0%	0.00	Yes	10.00
16	US 460 Relocation	Suffolk Bypass at US 58	Southampton / IW corp limit	High	High	27.00	Increased Opportunity	Yes	15.00	53.00	60%	30.00	Yes	10.00
18	Airport Access Road	West Rd	Dominion Blvd (US 17 South)	low	low	0.00	New Opportunity	Yes	20.00	25.00	0%	0.00	No	0.00
19	Butts Station Road	Kempsville Rd	Centerville Tnpk	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	No	0.00
20	Cedar Road	Albermarle Dr	Battlefield Blvd	low	low	0.00	Increased Opportunity	Yes	15.00	26.00	0%	0.00	Yes	10.00
24	Route 17 (G.W. Memorial Highway)	Sawyers Mill Rd	Moses Grandy Trail	low	low	4.00	Increased Opportunity	Yes	15.00	21.00	0%	0.00	Yes	10.00
25	Hanbury Road	Johnstown Rd	Battlefield Blvd	low	low	0.00	Increased Opportunity	Yes	15.00	24.00	0%	0.00	Yes	10.00
30	Mt. Pleasant Road, Phase 1	Chesapeake Expy	Etheridge Rd	low	low	0.00	Increased Opportunity	Yes	15.00	26.00	59%	29.50	Yes	10.00
31	Mt. Pleasant Road, Phase 2	Etheridge Rd	Centerville Tnpk	low	low	0.00	Increased Opportunity	Yes	15.00	26.00	0%	0.00	Yes	10.00
32	Portsmouth Boulevard	Joliff Rd	Chesapeake City Line	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	100%	50.00	No	0.00
34	Waters Road Phase 1	Washington Dr	Old Vintage Rd	low	low	0.00	No Additional Opportunity	Yes	10.00	12.00	0%	0.00	No	0.00
35	Waters Road Phase 2	Old Vintage Rd	Johnstown Rd	low	low	0.00	No Additional Opportunity	Yes	10.00	12.00	0%	0.00	No	0.00
36	Woodlake Drive Extended	Woodlake Dr	Battlefield Blvd	low	low	0.00	New Opportunity	Yes	20.00	20.00	1%	0.50	No	0.00
37	Route 17 (G.W. Memorial Highway)	1 mi North of Coleman Bridge	Main Street	low	low	4.00	Increased Opportunity	Yes	15.00	30.00	0%	0.00	No	0.00
38	Route 17 (G.W. Memorial Highway)	Main Street	Ark Rd	low	low	4.00	Increased Opportunity	Yes	15.00	21.00	0%	0.00	No	0.00
40	Coliseum Drive Connector	Coliseum Dr at Sentara	Armistead Ave	low	low	0.00	New Opportunity	Yes	20.00	25.00	0%	0.00	Yes	10.00
44	Saunders Road	Newport News CL	Big Bethel Rd	low	low	0.00	Increased Opportunity	Yes	15.00	25.00	100%	50.00	Yes	10.00
45	Wythe Creek Road & Bridge	Commander Shepard Blvd	Poquoson CL	low	low	0.00	Increased Opportunity	Yes	15.00	24.00	30%	15.00	Yes	10.00
46	South Church Street	Battery Park Rd	Talbot Dr	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	No	0.00
47	Battery Park Road	S. Church Street	Nike Park Road	Low	Low	0.00	Increased Opportunity	Yes	15.00	20.00	0%	0.00	No	0.00
48	US 258 Widening	US 460	Sunset Dr	Low	Low	0.00	Increased Opportunity	Yes	15.00	15.00	0%	0.00	No	0.00

				Project Viability (100 Points)							GRAND TOTAL FOR UTILITY	ECONOMIC VITALITY TOTAL	GRAND TOTAL SCORE
Project ID	Project Name	From	To	Project Readiness? Select from the Dropdown Menu:						PROJECT VIABILITY TOTAL SCORE			
				Percentage of Project Design Complete? (Manual Entry %)	Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)	Are additional environmental permits obtained? (Yes/No/Not Needed)					
5	I-64 Peninsula Widening	Route 199 (Exit 242)	Jefferson Ave (Exit 255)	0%	Partial	No	None	No	7.50	18	85	75	178
6	I-64 North Peninsula Widening	Route 199 (Exit 242)	New Kent County Line	0%	Partial	No	None	No	7.50	8	73	38	119
12	Southeastern Parkway	I-264	Chesapeake Expy	0%	Partial	No	Partial	No	10.00	20	80	80	180
16	US 460 Relocation	Suffolk Bypass at US 58	Southampon / IW corp limit	25%	Full	Yes	None	No	22.50	63	71	53	187
18	Airport Access Road	West Rd	Dominion Blvd (US 17 South)	0%	None	No	None	Not Needed	5.00	5	29	25	59
19	Butts Station Road	Kempsville Rd	Centerville Tnpk	0%	None	No	None	Not Needed	5.00	5	44	17	66
20	Cedar Road	Albermarle Dr	Battlefield Blvd	0%	None	No	None	Not Needed	5.00	15	80	26	121
24	Route 17 (G.W. Memorial Highway)	Sawyers Mill Rd	Moses Grandy Trail	0%	None	No	None	Not Needed	5.00	15	29	21	65
25	Hanbury Road	Johnstown Rd	Battlefield Blvd	0%	None	No	None	Not Needed	5.00	15	46	24	85
30	Mt. Pleasant Road, Phase 1	Chesapeake Expy	Etheridge Rd	20%	Partial	No	None	No	9.50	49	59	26	134
31	Mt. Pleasant Road, Phase 2	Etheridge Rd	Centerville Tnpk	0%	None	No	None	Not Needed	5.00	15	62	26	103
32	Portsmouth Boulevard	Joliff Rd	Chesapeake City Line	0%	Partial	No	None	Not Needed	12.50	63	53	22	138
34	Waters Road Phase 1	Washington Dr	Old Vintage Rd	0%	None	No	None	Not Needed	5.00	5	33	12	50
35	Waters Road Phase 2	Old Vintage Rd	Johnstown Rd	0%	None	No	None	Not Needed	5.00	5	46	12	63
36	Woodlake Drive Extended	Woodlake Dr	Battlefield Blvd	0%	None	No	None	Not Needed	5.00	6	36	20	62
37	Route 17 (G.W. Memorial Highway)	1 mi North of Coleman Bridge	Main Street	0%	None	No	None	Not Needed	5.00	5	67	30	102
38	Route 17 (G.W. Memorial Highway)	Main Street	Ark Rd	0%	None	No	None	Not Needed	5.00	5	49	21	75
40	Coliseum Drive Connector	Coliseum Dr at Sentara	Armistead Ave	0%	None	No	None	Not Needed	5.00	15	40	25	80
44	Saunders Road	Newport News CL	Big Bethel Rd	10%	None	No	None	Not Needed	6.00	66	48	25	139
45	Wythe Creek Road & Bridge	Commander Shepard Blvd	Poquoson CL	0%	None	No	None	Not Needed	5.00	30	70	24	124
46	South Church Street	Battery Park Rd	Talbot Dr	80%	None	No	None	Not Needed	13.00	13	57	17	87
47	Battery Park Road	S. Church Street	Nike Park Road	0%	None	No	None	Not Needed	5.00	5	41	20	66
48	US 258 Widening	US 460	Sunset Dr	0%	None	No	Partial	Not Needed	7.50	8	48	15	71

Background Information - Highway Proj													
Project ID	Project Name	From	To	Jurisdiction 1 (Primary) Select from the Dropdown Menu:	Project Purpose	Length (miles)	Existing Lanes	Proposed Lanes	Existing Function Class	Proposed Function Class	2034 Daily VMT	Existing V/C Ratio	Existing V/C Ratio Parallel Facility
49	Mooretown Road Extension	Northern Terminus of Mooretown Rd	Rochambeau Dr/Croaker Rd	JCC	The proposed extension would parallel Route 60 which is prone to flooding and congestion and provide access to an undeveloped area designated ‘economic opportunity.’	2.76	0	2	-	RU/C-1-P/2L	44,160		0.34
50	Skiffes Creek Connector (Rte 60/143 Connector)	Green Mount Pkwy Intersection	Route 143	JCC	Improve climate for industrial investment by providing convenient access for truck traffic and cargo between Route 60, I-64 and Route 143 in the Grove area.	0.42	0	2	-	U/C-3-P/2L	6,300		0.46
51	Route 60 Relocated	Newport News CL	Blow Flats Rd	JCC	Relieve congestion and promote industrial development in the Skiffe's Creek industrial area.	2.20	2	4	U/PA-1-P/2L	U/PA-1-Y/4L	77,000		0.46
53	Atkinson Boulevard Phase 1	Warwick Blvd (Rte 60)	Jefferson Ave	NN	Relieves congestion on parallel facility	1.19	0	4	-	U/MA-2-Y/4L	34,510		0.98
56	Harpersville Road	Warwick Blvd (Rte 60)	Jefferson Ave	NN	Relieves congestion on parallel facility	0.89	2	4	U/MA-2-Y/2L	U/MA-2-Y/4L	24,030	0.83	
61	Independence Blvd	Denbigh Blvd (Route 173)	Fort Eustis Blvd (Route 105)	NN	Relieves congestion on parallel facilities	1.88	0	2	-	U/C-2-P/2L	26,320		0.41
62	J. Clyde Morris Blvd (Route 17)	I-64	York CL	NN	Provides interstate access on Route 17 from York County	0.79	4	6	U/PA-2-Y/4L	U/PA-2-Y/6L	46,610	1.11	
63	Jefferson Avenue (Route 143)	Green Grove Lane	Fort Eustis Blvd (Route 105)	NN	Adds capacity and relieves congestion on parallel facility	1.34	4	6	U/PA-2-P/4L	U/PA-2-Y/6L	67,000	0.69	
64	Liberty Parkway (Patrick Henry Place)	Oyster Point Rd	Freedom Way	NN	Provides congestion relief to the intersection of Oyster Point Road and Jefferson Avenue	0.50	0	2	-	U/C-3-P/2L	4,000		0.92
65	Middle Ground Blvd	Jefferson Ave	Warwick Blvd (Rte 60)	NN	Relieves congestion on parallel facility	1.00	0	4	-	U/MA-2-Y/4L	39,000		1.53
66	Oyster Point Road	Jefferson Ave	Warwick Blvd (Rte 60)	NN	Relieves congestion on parallel facility	1.04	4	6	U/MA-2-Y/4L	U/MA-2-Y/6L	78,000	1.53	
69	Route 60 Relocated	Fort Eustis Blvd	James City CL	NN	Provides alternate corridor to alleviate traffic congestion	1.20	2	4	U/PA-1-P/2L	U/PA-1-Y/4L	42,000		0.74
72	Brambleton Ave	Midtown Tunnel	I-264	NOR	Corridor improvements to improve travel flow, pedestrian safety and comfort and landscaping	2.86	6	8	U/PA-2-P/6L	U/PA-2-Y/8L	131,560	0.59	
73	Hampton Blvd	21st St	38th St	NOR	Corridor improvements to improve travel flow, pedestrian safety and comfort and landscaping	0.44	4	4	U/PA-3-P/4L	U/PA-3-Y/4L	17,600	0.99	
77	Little Creek Road	Tidewater Dr	Shore Dr	NOR	Corridor improvements to improve travel flow, pedestrian safety and comfort and landscaping	3.50	4	6	U/PA-2-Y/4L	U/PA-2-Y/6L	119,000	0.66	
78	Military Hwy	Lowery Rd	Robin Hood Rd	NOR	Widening of the primary commercial corridor in Norfolk to connect to already improved segments	1.33	4	6	U/PA-2-Y/4L	U/PA-2-Y/6L	75,810	1.32	
80	Newtown Road	Virginia Beach Blvd	Curlew Dr	NOR	Widening to relieve congestion and improve access to light rail	1.04	4	6	U/MA-2-Y/4L	U/MA-2-Y/6L	58,240	0.99	
83	Virginia Beach Blvd	Glenrock Rd	Newtown Rd	NOR	Widening to relieve congestion	1.44	4	6	U/PA-2-P/4L	U/PA-2-Y/6L	79,200	0.70	
85	Victory Blvd	Wythe Creek Rd	York CL	POQ	Project relieves congestion and improves the City's evacuation route	0.79	2	4	U/MA-1-P/2L	U/MA-1-Y/4L	13,430	0.85	
86	Wythe Creek Road	Alphus St	Hampton CL	POQ	Project relieves congestion	0.96	2	4	U/MA-2-P/2L	U/MA-2-Y/4L	19,200	0.84	
90	Turnpike Road	Portsmouth Blvd	Constitution Ave	POR	The project purpose is to increase capacity and improve safety along the project corridor by widening the existing 2-lane road to 4 lanes with a shared left turn lane, sidewalks, curb and gutter.	2.10	2	4	U/MA-2-P/2L	U/MA-2-Y/4L	33,600	0.45	
92	Bridge Road (Route 17)	Mills Godwin Bridge	Chesapeake CL	SUF	Provides widening from 4 to 6 lanes to address congestion	4.87	4	6	U/PA-1-Y/4L	U/PA-1-Y/6L	267,850	0.58	
96	Holland Road (Route 58)	Route 58 Bypass Ramp	0.7 miles west of Manning Bridge Rd	SUF	Provides widening from 4 to 6 lanes to address congestion and improve access to planned multimodal park	2.23	4	6	T/PA-3-Y/4L	T/PA-3-Y/6L	151,640	0.76	

Highway Projects																	
Projects																	
Project ID	Project Name	From	To	Existing Capacity	Parallel Facility	Parallel Facility From	Parallel Facility To	Existing Capacity Parallel Facility	Change in Forecast V/C from Existing V/C	Forecasted V/C Ratio	Forecasted V/C Ratio Parallel Facility	Future Capacity	Existing ADT	Existing ADT Parallel Facility	Total Crashes Per MVMT in Past 3 Years	Total Crashes Per MVMT in Past 3 Years Parallel Facility	Jurisdictional Average Crash Rate (Per Million VMT)
49	Mooretown Road Extension	Northern Terminus of Mooretown Rd	Rochambeau Dr/Croaker Rd		Richmond Rd (US 60)	Lightfoot Road	Rochambeau Dr/Croaker Rd	65,100			0.49	22,600		21,892		1.82	1.24
50	Skiffes Creek Connector (Rte 60/143 Connector)	Green Mount Pkwy Intersection	Route 143		Yorktown Road	Route 60	I-64	13,700			1.61	14,100		6,306		3.98	1.24
51	Route 60 Relocated	Newport News CL	Blow Flats Rd		Existing Route 60	James City CL	Blow Flats Road	19,900			0.39	41,900		9,226		1.64	1.24
53	Atkinson Boulevard Phase 1	Warwick Blvd (Rte 60)	Jefferson Ave		Denbigh Blvd	Warwick Blvd	Jefferson Ave	36,000			0.83	36,000		35,178		6.31	2.99
56	Harpersville Road	Warwick Blvd (Rte 60)	Jefferson Ave	18,000						0.75		36,000	14,962		8.29		2.99
61	Independence Blvd	Denbigh Blvd (Route 173)	Fort Eustis Blvd (Route 105)		Richneck Road	Shields Rd	Ft. Eustis Blvd	11,300			1.33	15,400		4,670		3.38	2.99
62	J. Clyde Morris Blvd (Route 17)	I-64	York CL	42,800						0.92		64,200	47,491		3.88		2.99
63	Jefferson Avenue (Route 143)	Green Grove Lane	Fort Eustis Blvd (Route 105)	40,600					12%	0.78		64,200	28,212		2.92		2.99
64	Liberty Parkway (Patrick Henry Place)	Oyster Point Rd	Freedom Way		Jefferson Ave	Oyster Point Road	Freedom Way	60,600			1.19	14,100		55,788		3.42	2.99
65	Middle Ground Blvd	Jefferson Ave	Warwick Blvd (Rte 60)		Oyster Point Rd	Jefferson Ave	Warwick Blvd	36,000			1.28	36,000		55,006		4.97	2.99
66	Oyster Point Road	Jefferson Ave	Warwick Blvd (Rte 60)	36,000						1.39		54,000	55,006		4.97		2.99
69	Route 60 Relocated	Fort Eustis Blvd	James City CL		Existing Route 60	Ft. Eustis Blvd	Newport News CL	19,900			0.55	41,900		14,778		2.14	2.99
72	Brambleton Ave	Midtown Tunnel	I-264	60,900						0.54		85,500	36,019		3.68		3.06
73	Hampton Blvd	21st St	38th St	38,300						0.99		40,300	38,020		6.55		3.06
77	Little Creek Road	Tidewater Dr	Shore Dr	42,800						0.53		64,200	28,068		3.84		3.06
78	Military Hwy	Lowery Rd	Robin Hood Rd	42,800						0.89		64,200	56,500		2.77		3.06
80	Newtown Road	Virginia Beach Blvd	Curlew Dr	36,000					5%	1.04		54,000	35,560		5.10		3.06
83	Virginia Beach Blvd	Glenrock Rd	Newtown Rd	40,600					22%	0.86		64,200	28,528		3.31		3.06
85	Victory Blvd	Wythe Creek Rd	York CL	16,500						0.49		34,800	13,992		3.99		1.47
86	Wythe Creek Road	Alphus St	Hampton CL	17,100						0.56		36,000	14,324		2.19		1.47
90	Turnpike Road	Portsmouth Blvd	Constitution Ave	17,100						0.44		36,000	7,730		1.57		1.34
92	Bridge Road (Route 17)	Mills Godwin Bridge	Chesapeake CL	41,900					51%	0.87		62,900	24,309		1.70		1.73
96	Holland Road (Route 58)	Route 58 Bypass Ramp	0.7 miles west of Manning Bridge Rd	36,700					59%	1.21		56,200	27,926		2.59		1.73

								Congestion Level (30 Points)							System Continuity and Connectivity (25 Points)		
Project ID	Project Name	From	To	Future ADT	Future ADT Parallel Facility	Statewide Roadway System Classification <i>Select from the Dropdown Menu:</i>	Estimated Cost of Project (YOE)	% Reduction between Existing and Future V/C Ratios		Existing V/C Ratio		Impact to Nearby Roadway		CONGESTION LEVEL TOTAL	Degree of Regional Impact		SYSTEM CONTINUITY & CONNECTIVITY TOTAL
								No Input Needed - (Existing V/C - Future V/C) / Existing V/C				No Input Needed - (Future ADT - Existing ADT)			Select from the Dropdown Menu: Regional, Multi-Jurisdictional, or Local		
49	Mooretown Road Extension	Northern Terminus of Mooretown Rd	Rochambeau Dr/Croaker Rd	16,000	32,000	SECONDARY	\$15,839,000	0.0%	0.00	0.00	0.00	16,000	5.33	5.33	Local	8.25	8.25
50	Skiffes Creek Connector (Rte 60/143 Connector)	Green Mount Pkwy Intersection	Route 143	15,000	22,000	SECONDARY	\$35,000,000	0.0%	0.00	0.46	0.00	15,000	5.00	5.00	Local	8.25	8.25
51	Route 60 Relocated	Newport News CL	Blow Flats Rd	35,000	7,800	PRIMARY	\$33,733,181	15.5%	3.09	0.46	0.00	35,000	10.00	13.09	Multi-Jurisdictional	16.75	16.75
53	Atkinson Boulevard Phase 1	Warwick Blvd (Rte 60)	Jefferson Ave	29,000	30,000	URBAN	\$49,853,643	14.7%	2.94	0.98	5.00	29,000	9.67	17.61	Local	8.25	8.25
56	Harpersville Road	Warwick Blvd (Rte 60)	Jefferson Ave	27,000		URBAN	\$122,000,000	9.8%	1.95	0.83	0.00	12,038	4.01	5.96	Local	8.25	8.25
61	Independence Blvd	Denbigh Blvd (Route 173)	Fort Eustis Blvd (Route 105)	14,000	15,000	URBAN	\$12,000,000	0.0%	0.00	0.41	0.00	14,000	4.67	4.67	Local	8.25	8.25
62	J. Clyde Morris Blvd (Route 17)	I-64	York CL	59,000		URBAN	\$48,000,000	17.2%	3.44	1.11	10.00	11,509	3.84	17.28	Regional	25.00	25.00
63	Jefferson Avenue (Route 143)	Green Grove Lane	Fort Eustis Blvd (Route 105)	50,000		URBAN	\$28,616,900	0.0%	0.00	0.69	0.00	21,788	7.26	7.26	Regional	25.00	25.00
64	Liberty Parkway (Patrick Henry Place)	Oyster Point Rd	Freedom Way	8,000	72,000	URBAN	\$5,000,000	0.0%	0.00	0.00	0.00	8,000	2.67	2.67	Local	8.25	8.25
65	Middle Ground Blvd	Jefferson Ave	Warwick Blvd (Rte 60)	39,000	46,000	URBAN	\$65,342,113	16.4%	3.27	1.53	10.00	39,000	10.00	23.27	Local	8.25	8.25
66	Oyster Point Road	Jefferson Ave	Warwick Blvd (Rte 60)	75,000		URBAN	\$65,000,000	9.1%	1.82	1.53	10.00	19,994	6.66	18.48	Regional	25.00	25.00
69	Route 60 Relocated	Fort Eustis Blvd	James City CL	35,000	11,000	URBAN	\$29,000,000	25.6%	5.11	0.74	0.00	35,000	10.00	15.11	Multi-Jurisdictional	16.75	16.75
72	Brambleton Ave	Midtown Tunnel	I-264	46,000		URBAN	\$76,000,000	9.0%	1.81	0.59	0.00	9,981	3.33	5.14	Regional	25.00	25.00
73	Hampton Blvd	21st St	38th St	40,000		URBAN	\$27,000,000	0.0%	0.00	0.99	5.00	1,980	0.66	5.66	Multi-Jurisdictional	16.75	16.75
77	Little Creek Road	Tidewater Dr	Shore Dr	34,000		URBAN	\$113,000,000	19.2%	3.85	0.66	0.00	5,932	1.98	5.83	Multi-Jurisdictional	16.75	16.75
78	Military Hwy	Lowery Rd	Robin Hood Rd	57,000		URBAN	\$105,259,831	32.7%	6.55	1.32	10.00	500	0.17	16.72	Regional	25.00	25.00
80	Newtown Road	Virginia Beach Blvd	Curlew Dr	56,000		URBAN	\$129,000,000	0.0%	0.00	0.99	5.00	20,440	6.81	11.81	Regional	25.00	25.00
83	Virginia Beach Blvd	Glenrock Rd	Newtown Rd	55,000		URBAN	\$85,000,000	0.0%	0.00	0.70	0.00	26,472	8.82	8.82	Regional	25.00	25.00
85	Victory Blvd	Wythe Creek Rd	York CL	17,000		URBAN	\$11,000,000	42.4%	8.48	0.85	0.00	3,008	1.00	9.48	Multi-Jurisdictional	16.75	16.75
86	Wythe Creek Road	Alphus St	Hampton CL	20,000		URBAN	\$16,159,000	33.7%	6.74	0.84	0.00	5,676	1.89	8.63	Multi-Jurisdictional	16.75	16.75
90	Turnpike Road	Portsmouth Blvd	Constitution Ave	16,000		URBAN	\$26,387,995	1.7%	0.34	0.45	0.00	8,270	2.76	3.10	Local	8.25	8.25
92	Bridge Road (Route 17)	Mills Godwin Bridge	Chesapeake CL	55,000		URBAN	\$128,000,000	0.0%	0.00	0.58	0.00	30,691	10.00	10.00	Regional	25.00	25.00
96	Holland Road (Route 58)	Route 58 Bypass Ramp	0.7 miles west of Manning Bridge Rd	68,000		URBAN	\$75,000,000	0.0%	0.00	0.76	0.00	40,074	10.00	10.00	Regional	25.00	25.00

Highway Projects															
				Cost Effectiveness (15 Points)			Land Use Compatibility (10 Points)			Safety and Security (15 Points)					
Project ID	Project Name	From	To	Total Cost (\$) / VMT		COST EFFECTIVENESS TOTAL	Is the Project Compatible with Existing Land Use Patterns and Future Plans/Development?		LAND USE COMPATIBILITY TOTAL	Critical Crash Ratio (Actual Crash Ratio / Average Jurisdictional Crash Ratio)		Improvement to Incident Management or Evacuation Routes?		SAFETY AND SECURITY TOTAL	Does the Project Improve Vehicular Access to:
				No Input Needed - (Estimated Cost/ 2034 Daily VMT)			Select from the Dropdown Menu: (Compatible and Officially Documented, Compatible but Not Officially Documented, or Not Compatible)					Select from the Dropdown Menu: (Yes/No)			Select from the Dropdown Menu: (Yes and Regional, Yes but Not Regional, or No)
49	Mooretown Road Extension	Northern Terminus of Mooretown Rd	Rochambeau Dr/Croaker Rd	\$358.67	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.47	3.74	Yes	7.00	10.74	No
50	Skiffes Creek Connector (Rte 60/143 Connector)	Green Mount Pkwy Intersection	Route 143	\$5,555.56	0.00	0.00	Compatible and Officially Documented	10.00	10.00	3.21	8.00	No	0.00	8.00	Yes but not Regional
51	Route 60 Relocated	Newport News CL	Blow Flats Rd	\$438.09	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.32	2.58	Yes	7.00	9.58	Yes and Regional
53	Atkinson Boulevard Phase 1	Warwick Blvd (Rte 60)	Jefferson Ave	\$1,444.61	7.92	7.92	Compatible and Officially Documented	10.00	10.00	2.11	8.00	No	0.00	8.00	No
56	Harpersville Road	Warwick Blvd (Rte 60)	Jefferson Ave	\$5,076.99	0.00	0.00	Compatible and Officially Documented	10.00	10.00	2.77	8.00	No	0.00	8.00	No
61	Independence Blvd	Denbigh Blvd (Route 173)	Fort Eustis Blvd (Route 105)	\$455.93	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.13	1.04	Yes	7.00	8.04	No
62	J. Clyde Morris Blvd (Route 17)	I-64	York CL	\$1,029.82	11.03	11.03	Compatible and Officially Documented	10.00	10.00	1.30	2.38	Yes	7.00	9.38	No
63	Jefferson Avenue (Route 143)	Green Grove Lane	Fort Eustis Blvd (Route 105)	\$427.12	15.00	15.00	Compatible and Officially Documented	10.00	10.00	0.98	0.00	Yes	7.00	7.00	No
64	Liberty Parkway (Patrick Henry Place)	Oyster Point Rd	Freedom Way	\$1,250.00	9.38	9.38	Compatible and Officially Documented	10.00	10.00	1.14	1.15	No	0.00	1.15	No
65	Middle Ground Blvd	Jefferson Ave	Warwick Blvd (Rte 60)	\$1,675.44	6.18	6.18	Compatible and Officially Documented	10.00	10.00	1.66	5.30	No	0.00	5.30	Yes but not Regional
66	Oyster Point Road	Jefferson Ave	Warwick Blvd (Rte 60)	\$833.33	12.50	12.50	Compatible and Officially Documented	10.00	10.00	1.66	5.30	No	0.00	5.30	Yes but not Regional
69	Route 60 Relocated	Fort Eustis Blvd	James City CL	\$690.48	13.57	13.57	Compatible and Officially Documented	10.00	10.00	0.72	0.00	Yes	7.00	7.00	Yes and Regional
72	Brambleton Ave	Midtown Tunnel	I-264	\$577.68	14.42	14.42	Compatible and Officially Documented	10.00	10.00	1.20	1.62	Yes	7.00	8.62	Yes and Regional
73	Hampton Blvd	21st St	38th St	\$1,534.09	7.24	7.24	Compatible and Officially Documented	10.00	10.00	2.14	8.00	Yes	7.00	15.00	Yes but not Regional
77	Little Creek Road	Tidewater Dr	Shore Dr	\$949.58	11.63	11.63	Compatible and Officially Documented	10.00	10.00	1.25	2.04	Yes	7.00	9.04	Yes but not Regional
78	Military Hwy	Lowery Rd	Robin Hood Rd	\$1,388.47	8.34	8.34	Compatible and Officially Documented	10.00	10.00	0.91	0.00	Yes	7.00	7.00	Yes but not Regional
80	Newtown Road	Virginia Beach Blvd	Curlew Dr	\$2,214.97	2.14	2.14	Compatible and Officially Documented	10.00	10.00	1.67	5.33	No	0.00	5.33	Yes and Regional
83	Virginia Beach Blvd	Glenrock Rd	Newtown Rd	\$1,073.23	10.70	10.70	Compatible and Officially Documented	10.00	10.00	1.08	0.65	Yes	7.00	7.65	Yes and Regional
85	Victory Blvd	Wythe Creek Rd	York CL	\$819.06	12.61	12.61	Compatible and Officially Documented	10.00	10.00	2.71	8.00	Yes	7.00	15.00	Yes but not Regional
86	Wythe Creek Road	Alphus St	Hampton CL	\$841.61	12.44	12.44	Compatible and Officially Documented	10.00	10.00	1.49	3.92	Yes	7.00	10.92	Yes and Regional
90	Turnpike Road	Portsmouth Blvd	Constitution Ave	\$785.36	12.86	12.86	Compatible and Officially Documented	10.00	10.00	1.17	1.37	No	0.00	1.37	Yes but not Regional
92	Bridge Road (Route 17)	Mills Godwin Bridge	Chesapeake CL	\$477.88	15.00	15.00	Compatible and Officially Documented	10.00	10.00	0.98	0.00	Yes	7.00	7.00	Yes but not Regional
96	Holland Road (Route 58)	Route 58 Bypass Ramp	0.7 miles west of Manning Bridge Rd	\$494.59	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.50	3.98	Yes	7.00	10.98	Yes and Regional

				Modal Enhancements (5 Points)				UTILITY TOTAL							
Project ID	Project Name	From	To		How many additional dedicated facilities for alternative modes does the project include?		MODAL ENHANCEMENTS TOTAL		Total Reduction in Regional Travel Time		Labor Market Access?: (a) Travel Time Reliability, (b) Increased Access for High Density Employment Areas			Addresses the Needs of f	
					Select from the Dropdown Menu: (0, 1, 2, or 3+)									Defense Access	
					(a) Select from the Dropdown Menu: (Very High, High, Medium, Low, Very Low)						(b) Select from the Dropdown Menu: (Very High, High, Medium, Low)	Will the project significantly reduce travel time for trips to major military bases? Select from the Dropdown Menu: (High, Medium, Low)		Is the project part of STRAHNET Select from the Dropdown Menu: (Yes/No)	
49	Mooretown Road Extension	Northern Terminus of Mooretown Rd	Rochambeau Dr/Croaker Rd	0.00	2 Enhancements	2.00	2.00	51.00	very low	0.00	None	low	0.00	low	No
50	Skiffes Creek Connector (Rte 60/143 Connector)	Green Mount Pkwy Intersection	Route 143	1.00	2 Enhancements	2.00	3.00	34.00	Low	5.00	None	Low	0.00	low	No
51	Route 60 Relocated	Newport News CL	Blow Flats Rd	2.00	1 Enhancement	1.00	3.00	67.00	very low	0.00	Low	low	2.00	low	No
53	Atkinson Boulevard Phase 1	Warwick Blvd (Rte 60)	Jefferson Ave	0.00	1 Enhancement	1.00	1.00	53.00	very low	0.00	Low	low	2.00	low	No
56	Harpersville Road	Warwick Blvd (Rte 60)	Jefferson Ave	0.00	1 Enhancement	1.00	1.00	33.00	low	5.00	Low	low	2.00	low	No
61	Independence Blvd	Denbigh Blvd (Route 173)	Fort Eustis Blvd (Route 105)	0.00	1 Enhancement	1.00	1.00	47.00	Very Low	0.00	None	Low	0.00	low	No
62	J. Clyde Morris Blvd (Route 17)	I-64	York CL	0.00	1 Enhancement	1.00	1.00	74.00	very low	0.00	Medium High	low	8.00	low	Yes
63	Jefferson Avenue (Route 143)	Green Grove Lane	Fort Eustis Blvd (Route 105)	0.00	1 Enhancement	1.00	1.00	65.00	Very Low	0.00	Low	low	2.00	low	Yes
64	Liberty Parkway (Patrick Henry Place)	Oyster Point Rd	Freedom Way	0.00	1 Enhancement	1.00	1.00	32.00	Low	5.00	Low	Low	2.00	low	No
65	Middle Ground Blvd	Jefferson Ave	Warwick Blvd (Rte 60)	1.00	1 Enhancement	1.00	2.00	55.00	medium	10.00	Medium High	low	8.00	low	No
66	Oyster Point Road	Jefferson Ave	Warwick Blvd (Rte 60)	1.00	1 Enhancement	1.00	2.00	73.00	low	5.00	Medium High	low	8.00	low	No
69	Route 60 Relocated	Fort Eustis Blvd	James City CL	2.00	1 Enhancement	1.00	3.00	65.00	Very Low	0.00	Low	low	2.00	low	No
72	Brambleton Ave	Midtown Tunnel	I-264	2.00	2 Enhancements	2.00	4.00	67.00	low	5.00	Low	low	2.00	low	Yes
73	Hampton Blvd	21st St	38th St	1.00	1 Enhancement	1.00	2.00	57.00	Low	5.00	Medium Low	Medium	7.00	low	Yes
77	Little Creek Road	Tidewater Dr	Shore Dr	1.00	1 Enhancement	1.00	2.00	55.00	very low	0.00	Medium Low	low	4.00	low	Yes
78	Military Hwy	Lowery Rd	Robin Hood Rd	1.00	1 Enhancement	1.00	2.00	69.00	low	5.00	Medium	Low	6.00	low	No
80	Newtown Road	Virginia Beach Blvd	Curlew Dr	2.00	1 Enhancement	1.00	3.00	57.00	low	5.00	Medium Low	low	4.00	low	No
83	Virginia Beach Blvd	Glenrock Rd	Newtown Rd	2.00	1 Enhancement	1.00	3.00	65.00	low	5.00	Medium Low	low	4.00	low	No
85	Victory Blvd	Wythe Creek Rd	York CL	1.00	0 Enhancements	0.00	1.00	65.00	low	5.00	Low	low	2.00	low	No
86	Wythe Creek Road	Alphus St	Hampton CL	2.00	2 Enhancements	2.00	4.00	63.00	low	5.00	Medium	low	6.00	low	No
90	Turnpike Road	Portsmouth Blvd	Constitution Ave	1.00	1 Enhancement	1.00	2.00	38.00	Very Low	0.00	Low	Low	2.00	Low	No
92	Bridge Road (Route 17)	Mills Godwin Bridge	Chesapeake CL	1.00	2 Enhancements	2.00	3.00	70.00	medium	10.00	Low	Medium	5.00	low	Yes
96	Holland Road (Route 58)	Route 58 Bypass Ramp	0.7 miles west of Manning Bridge Rd	2.00	2 Enhancements	2.00	4.00	75.00	low	5.00	Low	Medium	5.00	low	Yes

				Economic Vitality (100 Points)										
Project ID	Project Name	From	To	Basic Sector Industries?			Increased Opportunity?			ECONOMIC VITALITY TOTAL	Percentage of Funding Committed?		Is the project included in the currently adopted LRTP?	
				Will the project significantly reduce travel time for trips to major tourism areas?	Will the project significantly reduce travel time for trips to ports?									
				Select from the Dropdown Menu: (High, Medium, Low)	Select from the Dropdown Menu: (High, Medium, Low)		Provides New or Increased Access Opportunities? Select from the Dropdown Menu: (New Opportunity, Increased Opportunity, No Additional Opportunity)	Supports Plans for Future Growth? Select from the Dropdown Menu: (Yes, No)			(Manual Entry %)		Select from the Dropdown Menu: (Yes/No)	
49	Mooretown Road Extension	Northern Terminus of Mooretown Rd	Rochambeau Dr/Croaker Rd	low	low	0.00	New Opportunity	Yes	20.00	20.00	0%	0.00	No	0.00
50	Skiffes Creek Connector (Rte 60/143 Connector)	Green Mount Pkwy Intersection	Route 143	low	low	0.00	New Opportunity	Yes	20.00	25.00	0%	0.00	No	0.00
51	Route 60 Relocated	Newport News CL	Blow Flats Rd	Medium	low	5.00	New Opportunity	Yes	20.00	27.00	30%	15.00	Yes	10.00
53	Atkinson Boulevard Phase 1	Warwick Blvd (Rte 60)	Jefferson Ave	low	low	0.00	New Opportunity	Yes	20.00	22.00	2%	1.00	Yes	10.00
56	Harpersville Road	Warwick Blvd (Rte 60)	Jefferson Ave	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	0%	0.00	No	0.00
61	Independence Blvd	Denbigh Blvd (Route 173)	Fort Eustis Blvd (Route 105)	low	low	0.00	New Opportunity	Yes	20.00	20.00	0%	0.00	No	0.00
62	J. Clyde Morris Blvd (Route 17)	I-64	York CL	low	low	4.00	Increased Opportunity	Yes	15.00	27.00	0%	0.00	Yes	10.00
63	Jefferson Avenue (Route 143)	Green Grove Lane	Fort Eustis Blvd (Route 105)	low	low	4.00	Increased Opportunity	Yes	15.00	21.00	0%	0.00	Yes	10.00
64	Liberty Parkway (Patrick Henry Place)	Oyster Point Rd	Freedom Way	low	low	0.00	New Opportunity	Yes	20.00	27.00	20%	10.00	No	0.00
65	Middle Ground Blvd	Jefferson Ave	Warwick Blvd (Rte 60)	low	low	0.00	New Opportunity	Yes	20.00	38.00	100%	50.00	Yes	10.00
66	Oyster Point Road	Jefferson Ave	Warwick Blvd (Rte 60)	low	low	0.00	Increased Opportunity	Yes	15.00	28.00	0%	0.00	No	0.00
69	Route 60 Relocated	Fort Eustis Blvd	James City CL	Medium	low	5.00	Increased Opportunity	Yes	15.00	22.00	25%	12.50	Yes	10.00
72	Brambleton Ave	Midtown Tunnel	I-264	low	low	4.00	Increased Opportunity	Yes	15.00	26.00	2%	1.00	No	0.00
73	Hampton Blvd	21st St	38th St	low	low	4.00	Increased Opportunity	Yes	15.00	31.00	7%	3.50	No	0.00
77	Little Creek Road	Tidewater Dr	Shore Dr	low	low	4.00	Increased Opportunity	Yes	15.00	23.00	7%	3.50	Yes	10.00
78	Military Hwy	Lowery Rd	Robin Hood Rd	low	low	0.00	Increased Opportunity	Yes	15.00	26.00	33%	16.50	Yes	10.00
80	Newtown Road	Virginia Beach Blvd	Curlew Dr	low	low	0.00	Increased Opportunity	Yes	15.00	24.00	0%	0.00	No	0.00
83	Virginia Beach Blvd	Glenrock Rd	Newtown Rd	low	low	0.00	Increased Opportunity	Yes	15.00	24.00	0%	0.00	Yes	10.00
85	Victory Blvd	Wythe Creek Rd	York CL	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	0%	0.00	No	0.00
86	Wythe Creek Road	Alphus St	Hampton CL	low	low	0.00	Increased Opportunity	Yes	15.00	26.00	100%	50.00	Yes	10.00
90	Turnpike Road	Portsmouth Blvd	Constitution Ave	Low	Low	0.00	No Additional Opportunity	Yes	10.00	12.00	100%	50.00	Yes	10.00
92	Bridge Road (Route 17)	Mills Godwin Bridge	Chesapeake CL	low	low	4.00	Increased Opportunity	Yes	15.00	34.00	100%	50.00	No	0.00
96	Holland Road (Route 58)	Route 58 Bypass Ramp	0.7 miles west of Manning Bridge Rd	low	Low	4.00	New Opportunity	Yes	20.00	34.00	100%	50.00	Yes	10.00

				Project Viability (100 Points)							GRAND TOTAL FOR UTILITY	ECONOMIC VITALITY TOTAL	GRAND TOTAL SCORE
Project ID	Project Name	From	To	Project Readiness? Select from the Dropdown Menu:						PROJECT VIABILITY TOTAL SCORE			
				Percentage of Project Design Complete? (Manual Entry %)	Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)	Are additional environmental permits obtained? (Yes/No/Not Needed)					
49	Mooretown Road Extension	Northern Terminus of Mooretown Rd	Rochambeau Dr/Croaker Rd	0%	None	No	None	Not Needed	5.00	5	51	20	76
50	Skiffes Creek Connector (Rte 60/143 Connector)	Green Mount Pkwy Intersection	Route 143	0%	None	No	None	Not Needed	5.00	5	34	25	64
51	Route 60 Relocated	Newport News CL	Blow Flats Rd	30%	Full	No	Partial	No	20.50	46	67	27	140
53	Atkinson Boulevard Phase 1	Warwick Blvd (Rte 60)	Jefferson Ave	30%	Full	No	Partial	No	20.50	32	53	22	107
56	Harpersville Road	Warwick Blvd (Rte 60)	Jefferson Ave	0%	None	No	None	No	0.00	0	33	22	55
61	Independence Blvd	Denbigh Blvd (Route 173)	Fort Eustis Blvd (Route 105)	100%	None	No	Full	Not Needed	20.00	20	47	20	87
62	J. Clyde Morris Blvd (Route 17)	I-64	York CL	0%	None	No	Partial	No	2.50	13	74	27	114
63	Jefferson Avenue (Route 143)	Green Grove Lane	Fort Eustis Blvd (Route 105)	0%	None	No	Partial	No	2.50	13	65	21	99
64	Liberty Parkway (Patrick Henry Place)	Oyster Point Rd	Freedom Way	100%	None	No	Full	Not Needed	20.00	30	32	27	89
65	Middle Ground Blvd	Jefferson Ave	Warwick Blvd (Rte 60)	40%	Full	No	None	No	19.00	79	55	38	172
66	Oyster Point Road	Jefferson Ave	Warwick Blvd (Rte 60)	0%	None	No	None	No	0.00	0	73	28	101
69	Route 60 Relocated	Fort Eustis Blvd	James City CL	30%	Full	Yes	Partial	No	25.50	48	65	22	135
72	Brambleton Ave	Midtown Tunnel	I-264	5%	None	No	None	Not Needed	5.50	7	67	26	100
73	Hampton Blvd	21st St	38th St	10%	None	No	None	Not Needed	6.00	10	57	31	98
77	Little Creek Road	Tidewater Dr	Shore Dr	5%	None	No	None	Not Needed	5.50	19	55	23	97
78	Military Hwy	Lowery Rd	Robin Hood Rd	75%	Full	Yes	Partial	Not Needed	35.00	62	69	26	157
80	Newtown Road	Virginia Beach Blvd	Curlew Dr	0%	None	No	None	Not Needed	5.00	5	57	24	86
83	Virginia Beach Blvd	Glenrock Rd	Newtown Rd	0%	None	No	None	Not Needed	5.00	15	65	24	104
85	Victory Blvd	Wythe Creek Rd	York CL	0%	None	No	Full	Not Needed	10.00	10	65	22	97
86	Wythe Creek Road	Alphus St	Hampton CL	100%	None	No	Partial	Not Needed	17.50	78	63	26	167
90	Turnpike Road	Portsmouth Blvd	Constitution Ave	90%	Full	Yes	Partial	No	31.50	92	38	12	142
92	Bridge Road (Route 17)	Mills Godwin Bridge	Chesapeake CL	0%	None	No	None	No	0.00	50	70	34	154
96	Holland Road (Route 58)	Route 58 Bypass Ramp	0.7 miles west of Manning Bridge Rd	30%	Partial	No	None	No	10.50	71	75	34	180

Background Information - Highway Proj													
Project ID	Project Name	From	To	Jurisdiction 1 (Primary) Select from the Dropdown Menu:	Project Purpose	Length (miles)	Existing Lanes	Proposed Lanes	Existing Function Class	Proposed Function Class	2034 Daily VMT	Existing V/C Ratio	Existing V/C Ratio Parallel Facility
99	Nansemond Pkwy (Route 337) Phase II	Helen St (Phase I Limits)	Chesapeake CL	SUF	Widening from 2 to 4 lanes to address congestion and accommodate growing industrial park	0.37	2	4	RU/MA-1-P/2L	RU/MA-1-Y/4L	9,620	0.58	
108	Shoulders Hill Road (Route 626)	Bridge Rd (Route 17)	Nansemond Pkwy (Route 337)	SUF	Widening from 2 to 4 lanes to address congestion	3.07	2	4	U/MA-1-P/2L	U/MA-1-Y/4L	79,820	0.52	
113	Birdneck Road	I-264	Virginia Beach Blvd	VB	Relieve congestion on parallel facility	0.33	4	6	U/MA-2-Y/4L	U/MA-2-Y/6L	9,570	0.73	
115	Centerville Tnpk	Chesapeake CL	Kempsville Rd	VB	Relieve congestion on parallel facility	1.13	2	4	U/MA-2-P/2L	U/MA-2-Y/4L	30,510	0.76	
116	Centerville Tnpk	Kempsville Rd	Indian River Rd	VB	Relieve congestion on parallel facility	1.83	2	6	U/MA-2-P/2L	U/MA-2-Y/6L	86,010	1.20	
117	Cleveland Street	Witchduck Road	Clearfield Ave	VB	Relieve congestion on parallel facility	0.43	2	4	U/C-3-N/2L	U/C-3-Y/4L	9,030	0.62	
119	Dam Neck Road	Drakesmile Rd	London Bridge Rd	VB	Relieve congestion on parallel facility	0.86	4	6	U/MA-1-Y/4L	U/MA-1-Y/6L	47,300	1.42	
120	Dam Neck Road	Holland Rd	Drakesmile Rd	VB	Relieve congestion on parallel facility	0.72	4	6	U/MA-1-Y/4L	U/MA-1-Y/6L	34,560	1.20	
121	Dam Neck Road	Princess Anne Rd	Holland Rd	VB	Relieve congestion on parallel facility	0.99	4	6	U/MA-2-Y/4L	U/MA-2-Y/6L	44,550	1.15	
122	East Crossing of I-264	Constitution Dr (Extension)	South Independence Blvd	VB	Relieve congestion on parallel facility	0.30	0	4	-	U/C-3-Y/4L	5,100		1.05
123	Elbow Rd/Dam Neck Rd	Indian River Rd	Princess Anne Road	VB	Relieve congestion on parallel facility	2.28	2	4	U/MA-2-P/2L	U/MA-2-Y/4L	50,160	0.59	
124	Ferrell Pkwy	Indian Lakes Blvd	Indian River Rd	VB	Relieve congestion on parallel facility	0.45	4	6	U/MA-1-Y/4L	U/MA-1-Y/6L	26,100	1.60	
125	Ferrell Pkwy	Indian Lakes Blvd	Pleasant Valley Rd	VB	Relieve congestion on parallel facility	0.87	4	6	U/MA-1-Y/4L	U/MA-1-Y/6L	39,150	1.29	
126	Ferrell Pkwy	Pleasant Valley Rd	Salem Rd	VB	Relieve congestion on parallel facility	1.42	4	6	U/MA-1-Y/4L	U/MA-1-Y/6L	65,320	1.23	
127	First Colonial Rd	Old Donation Pkwy	VA Beach Blvd	VB	Relieve congestion on parallel facility	1.70	4	6	U/MA-3-Y/4L	U/MA-3-Y/6L	81,600	1.13	
128	General Booth Blvd	Princess Anne Rd	Dam Neck Rd	VB	Relieve congestion on parallel facility	2.37	4	6	U/PA-2-Y/4L	U/PA-2-Y/6L	113,760	0.81	
129	General Booth Blvd	Oceana Blvd	Dam Neck Rd	VB	Relieve congestion on parallel facility	0.60	6	8	U/PA-2-Y/6L	U/PA-2-Y/8L	38,400	0.96	
130	General Booth Blvd	Birdneck Rd	Oceana Blvd	VB	Relieve congestion on parallel facility	1.20	4	6	U/MA-1-Y/4L	U/MA-1-Y/6L	50,400	0.90	
131	Holland Road	Nimmo Pkwy	Dam Neck Rd	VB	Relieve congestion on parallel facility, pedestrian safety	1.93	2	4	U/MA-1-P/2L	U/MA-1-Y/4L	55,970	1.02	
132	Holland Road	Rosemont Rd	Independence Blvd	VB	Relieve congestion on parallel facility	1.65	4	6	U/MA-2-Y/4L	U/MA-2-Y/6L	87,450	1.04	
133	Holland Road	Dam Neck Rd	Rosemont Rd	VB	Relieve congestion on parallel facility	2.22	4	6	U/MA-2-Y/4L	U/MA-2-Y/6L	88,800	0.83	
138	Independence Blvd	Haygood Rd	Northampton Blvd	VB	Relieve congestion on parallel facility	1.77	4	6	U/PA-2-Y/4L	U/PA-2-Y/6L	86,730	1.02	
139	Indian River Road	Lynnhaven Pkwy	Elbow Rd	VB	Relieve congestion on parallel facility	2.19	2	4	U/MA-1-P/2L	U/MA-1-Y/4L	65,700	0.77	

ects																	
Project ID	Project Name	From	To	Existing Capacity	Parallel Facility	Parallel Facility From	Parallel Facility To	Existing Capacity Parallel Facility	Change in Forecast V/C from Existing V/C	Forecasted V/C Ratio	Forecasted V/C Ratio Parallel Facility	Future Capacity	Existing ADT	Existing ADT Parallel Facility	Total Crashes Per MVMT in Past 3 Years	Total Crashes Per MVMT in Past 3 Years Parallel Facility	Jurisdictional Average Crash Rate (Per Million VMT)
99	Nansemond Pkwy (Route 337) Phase II	Helen St (Phase I Limits)	Chesapeake CL	22,800						0.40		65,100	13,296		2.60		1.73
108	Shoulders Hill Road (Route 626)	Bridge Rd (Route 17)	Nansemond Pkwy (Route 337)	16,500					43%	0.75		34,800	8,621		3.45		1.73
113	Birdneck Road	I-264	Virginia Beach Blvd	36,000						0.54		54,000	26,207		6.15		2.79
115	Centerville Tnpk	Chesapeake CL	Kempsville Rd	17,100						0.75		36,000	12,965		5.46		2.79
116	Centerville Tnpk	Kempsville Rd	Indian River Rd	17,100						0.87		54,000	20,450		2.08		2.79
117	Cleveland Street	Witchduck Road	Clearfield Ave	11,300					13%	0.70		29,900	7,001		5.87		2.79
119	Dam Neck Road	Drakesmile Rd	London Bridge Rd	34,800						1.05		52,200	49,378		2.91		2.79
120	Dam Neck Road	Holland Rd	Drakesmile Rd	34,800						0.92		52,200	41,606		5.61		2.79
121	Dam Neck Road	Princess Anne Rd	Holland Rd	36,000						0.83		54,000	41,267		8.50		2.79
122	East Crossing of I-264	Constitution Dr (Extension)	South Independence Blvd		Independence Blvd	Baxter Road	Bonney Road	80,800			0.99	29,900		84,487		5.76	2.79
123	Elbow Rd/Dam Neck Rd	Indian River Rd	Princess Anne Road	17,100					4%	0.61		36,000	10,094		4.71		2.79
124	Ferrell Pkwy	Indian Lakes Blvd	Indian River Rd	34,800						1.11		52,200	55,776		6.07		2.79
125	Ferrell Pkwy	Indian Lakes Blvd	Pleasant Valley Rd	34,800						0.86		52,200	44,882		2.99		2.79
126	Ferrell Pkwy	Pleasant Valley Rd	Salem Rd	34,800						0.88		52,200	42,724		1.84		2.79
127	First Colonial Rd	Old Donation Pkwy	VA Beach Blvd	33,400						0.96		50,100	37,817		8.30		2.79
128	General Booth Blvd	Princess Anne Rd	Dam Neck Rd	42,800						0.75		64,200	34,579		4.87		2.79
129	General Booth Blvd	Oceana Blvd	Dam Neck Rd	64,200						0.75		85,500	61,472		7.57		2.79
130	General Booth Blvd	Birdneck Rd	Oceana Blvd	34,800						0.80		52,200	31,296		3.06		2.79
131	Holland Road	Nimmo Pkwy	Dam Neck Rd	16,500						0.83		34,800	16,876		8.85		2.79
132	Holland Road	Rosemont Rd	Independence Blvd	36,000						0.98		54,000	37,540		6.50		2.79
133	Holland Road	Dam Neck Rd	Rosemont Rd	36,000						0.74		54,000	29,704		6.41		2.79
138	Independence Blvd	Haygood Rd	Northampton Blvd	42,800						0.76		64,200	43,793		2.37		2.79
139	Indian River Road	Lynnhaven Pkwy	Elbow Rd	16,500					12%	0.86		34,800	12,757		4.06		2.79

								Congestion Level (30 Points)							System Continuity and Connectivity (25 Points)		
Project ID	Project Name	From	To	Future ADT	Future ADT Parallel Facility	Statewide Roadway System Classification <i>Select from the Dropdown Menu:</i>	Estimated Cost of Project (YOE)	% Reduction between Existing and Future V/C Ratios		Existing V/C Ratio		Impact to Nearby Roadway		CONGESTION LEVEL TOTAL	Degree of Regional Impact		SYSTEM CONTINUITY & CONNECTIVITY TOTAL
								No Input Needed - (Existing V/C - Future V/C) / Existing V/C				No Input Needed - (Future ADT - Existing ADT)			Select from the Dropdown Menu: Regional, Multi-Jurisdictional, or Local		
99	Nansemond Pkwy (Route 337) Phase II	Helen St (Phase I Limits)	Chesapeake CL	26,000		URBAN	\$8,931,514	31.5%	6.30	0.58	0.00	12,704	4.23	10.53	Multi-Jurisdictional	16.75	16.75
108	Shoulders Hill Road (Route 626)	Bridge Rd (Route 17)	Nansemond Pkwy (Route 337)	26,000		URBAN	\$41,077,378	0.0%	0.00	0.52	0.00	17,379	5.79	5.79	Local	8.25	8.25
113	Birdneck Road	I-264	Virginia Beach Blvd	29,000		URBAN	\$13,970,880	26.2%	5.25	0.73	0.00	2,793	0.93	6.18	Local	8.25	8.25
115	Centerville Tnpk	Chesapeake CL	Kempsville Rd	27,000		URBAN	\$26,000,000	1.1%	0.22	0.76	0.00	14,035	4.68	4.90	Multi-Jurisdictional	16.75	16.75
116	Centerville Tnpk	Kempsville Rd	Indian River Rd	47,000		URBAN	\$42,000,000	27.2%	5.44	1.20	10.00	26,550	8.85	24.29	Local	8.25	8.25
117	Cleveland Street	Witchduck Road	Clearfield Ave	21,000		URBAN	\$11,750,000	0.0%	0.00	0.62	0.00	13,999	4.67	4.67	Local	8.25	8.25
119	Dam Neck Road	Drakesmile Rd	London Bridge Rd	55,000		URBAN	\$32,340,000	25.7%	5.15	1.42	10.00	5,622	1.87	17.02	Regional	25.00	25.00
120	Dam Neck Road	Holland Rd	Drakesmile Rd	48,000		URBAN	\$23,026,080	23.1%	4.62	1.20	10.00	6,394	2.13	16.75	Multi-Jurisdictional	16.75	16.75
121	Dam Neck Road	Princess Anne Rd	Holland Rd	45,000		URBAN	\$31,305,120	27.3%	5.46	1.15	10.00	3,733	1.24	16.70	Multi-Jurisdictional	16.75	16.75
122	East Crossing of I-264	Constitution Dr (Extension)	South Independence Blvd	17,000	80,000	URBAN	\$117,000,000	5.3%	1.06	1.05	10.00	17,000	5.67	16.73	Local	8.25	8.25
123	Elbow Rd/Dam Neck Rd	Indian River Rd	Princess Anne Road	22,000		URBAN	\$52,785,642	0.0%	0.00	0.59	0.00	11,906	3.97	3.97	Local	8.25	8.25
124	Ferrell Pkwy	Indian Lakes Blvd	Indian River Rd	58,000		URBAN	\$21,991,200	30.7%	6.14	1.60	10.00	2,224	0.74	16.88	Local	8.25	8.25
125	Ferrell Pkwy	Indian Lakes Blvd	Pleasant Valley Rd	45,000		URBAN	\$27,941,760	33.2%	6.63	1.29	10.00	118	0.04	16.67	Multi-Jurisdictional	16.75	16.75
126	Ferrell Pkwy	Pleasant Valley Rd	Salem Rd	46,000		URBAN	\$31,305,120	28.2%	5.64	1.23	10.00	3,276	1.09	16.73	Multi-Jurisdictional	16.75	16.75
127	First Colonial Rd	Old Donation Pkwy	VA Beach Blvd	48,000		URBAN	\$84,000,000	15.4%	3.08	1.13	10.00	10,183	3.39	16.47	Multi-Jurisdictional	16.75	16.75
128	General Booth Blvd	Princess Anne Rd	Dam Neck Rd	48,000		URBAN	\$117,000,000	7.5%	1.49	0.81	0.00	13,421	4.47	5.96	Multi-Jurisdictional	16.75	16.75
129	General Booth Blvd	Oceana Blvd	Dam Neck Rd	64,000		URBAN	\$24,710,400	21.8%	4.36	0.96	5.00	2,528	0.84	10.20	Regional	25.00	25.00
130	General Booth Blvd	Birdneck Rd	Oceana Blvd	42,000		URBAN	\$37,255,680	10.5%	2.11	0.90	5.00	10,704	3.57	10.68	Local	8.25	8.25
131	Holland Road	Nimmo Pkwy	Dam Neck Rd	29,000		URBAN	\$60,393,400	18.5%	3.70	1.02	10.00	12,124	4.04	17.74	Local	8.25	8.25
132	Holland Road	Rosemont Rd	Independence Blvd	53,000		URBAN	\$45,000,000	5.9%	1.18	1.04	10.00	15,460	5.15	16.33	Regional	25.00	25.00
133	Holland Road	Dam Neck Rd	Rosemont Rd	40,000		URBAN	\$57,435,840	10.2%	2.05	0.83	0.00	10,296	3.43	5.48	Local	8.25	8.25
138	Independence Blvd	Haygood Rd	Northampton Blvd	49,000		URBAN	\$98,000,000	25.4%	5.08	1.02	10.00	5,207	1.74	16.82	Multi-Jurisdictional	16.75	16.75
139	Indian River Road	Lynnhaven Pkwy	Elbow Rd	30,000		URBAN	\$76,939,600	0.0%	0.00	0.77	0.00	17,243	5.75	5.75	Local	8.25	8.25

Highway Projects															
				Cost Effectiveness (15 Points)			Land Use Compatibility (10 Points)			Safety and Security (15 Points)					
Project ID	Project Name	From	To	Total Cost (\$) / VMT		COST EFFECTIVENESS TOTAL	Is the Project Compatible with Existing Land Use Patterns and Future Plans/Development?		LAND USE COMPATIBILITY TOTAL	Critical Crash Ratio (Actual Crash Ratio / Average Jurisdictional Crash Ratio)		Improvement to Incident Management or Evacuation Routes?		SAFETY AND SECURITY TOTAL	Does the Project Improve Vehicular Access to:
				No Input Needed - (Estimated Cost/ 2034 Daily VMT)			Select from the Dropdown Menu: (Compatible and Officially Documented, Compatible but Not Officially Documented, or Not Compatible)					Select from the Dropdown Menu: (Yes/No)			Select from the Dropdown Menu: (Yes and Regional, Yes but Not Regional, or No)
99	Nansemond Pkwy (Route 337) Phase II	Helen St (Phase I Limits)	Chesapeake CL	\$928.43	11.79	11.79	Compatible and Officially Documented	10.00	10.00	1.50	4.02	Yes	7.00	11.02	No
108	Shoulders Hill Road (Route 626)	Bridge Rd (Route 17)	Nansemond Pkwy (Route 337)	\$514.63	14.89	14.89	Compatible and Officially Documented	10.00	10.00	1.99	7.95	No	0.00	7.95	No
113	Birdneck Road	I-264	Virginia Beach Blvd	\$1,459.86	7.80	7.80	Compatible and Officially Documented	10.00	10.00	2.20	8.00	No	0.00	8.00	No
115	Centerville Tnpk	Chesapeake CL	Kempsville Rd	\$852.18	12.36	12.36	Compatible and Officially Documented	10.00	10.00	1.96	7.66	No	0.00	7.66	No
116	Centerville Tnpk	Kempsville Rd	Indian River Rd	\$488.32	15.00	15.00	Compatible and Officially Documented	10.00	10.00	0.75	0.00	No	0.00	0.00	No
117	Cleveland Street	Witchduck Road	Clearfield Ave	\$1,301.22	8.99	8.99	Compatible and Officially Documented	10.00	10.00	2.10	8.00	No	0.00	8.00	No
119	Dam Neck Road	Drakesmile Rd	London Bridge Rd	\$683.72	13.62	13.62	Compatible and Officially Documented	10.00	10.00	1.04	0.34	No	0.00	0.34	No
120	Dam Neck Road	Holland Rd	Drakesmile Rd	\$666.26	13.75	13.75	Compatible and Officially Documented	10.00	10.00	2.01	8.00	No	0.00	8.00	No
121	Dam Neck Road	Princess Anne Rd	Holland Rd	\$702.70	13.48	13.48	Compatible and Officially Documented	10.00	10.00	3.05	8.00	No	0.00	8.00	No
122	East Crossing of I-264	Constitution Dr (Extension)	South Independence Blvd	\$22,941.18	0.00	0.00	Compatible and Officially Documented	10.00	10.00	2.06	8.00	No	0.00	8.00	Yes but not Regional
123	Elbow Rd/Dam Neck Rd	Indian River Rd	Princess Anne Road	\$1,052.35	10.86	10.86	Compatible and Officially Documented	10.00	10.00	1.69	5.51	No	0.00	5.51	No
124	Ferrell Pkwy	Indian Lakes Blvd	Indian River Rd	\$842.57	12.43	12.43	Compatible and Officially Documented	10.00	10.00	2.18	8.00	No	0.00	8.00	No
125	Ferrell Pkwy	Indian Lakes Blvd	Pleasant Valley Rd	\$713.71	13.40	13.40	Compatible and Officially Documented	10.00	10.00	1.07	0.57	No	0.00	0.57	No
126	Ferrell Pkwy	Pleasant Valley Rd	Salem Rd	\$479.26	15.00	15.00	Compatible and Officially Documented	10.00	10.00	0.66	0.00	No	0.00	0.00	No
127	First Colonial Rd	Old Donation Pkwy	VA Beach Blvd	\$1,029.41	11.03	11.03	Compatible and Officially Documented	10.00	10.00	2.97	8.00	No	0.00	8.00	Yes but not Regional
128	General Booth Blvd	Princess Anne Rd	Dam Neck Rd	\$1,028.48	11.04	11.04	Compatible and Officially Documented	10.00	10.00	1.75	5.96	No	0.00	5.96	No
129	General Booth Blvd	Oceana Blvd	Dam Neck Rd	\$643.50	13.92	13.92	Compatible and Officially Documented	10.00	10.00	2.71	8.00	No	0.00	8.00	No
130	General Booth Blvd	Birdneck Rd	Oceana Blvd	\$739.20	13.21	13.21	Compatible and Officially Documented	10.00	10.00	1.10	0.77	No	0.00	0.77	No
131	Holland Road	Nimmo Pkwy	Dam Neck Rd	\$1,079.03	10.66	10.66	Compatible and Officially Documented	10.00	10.00	3.17	8.00	No	0.00	8.00	No
132	Holland Road	Rosemont Rd	Independence Blvd	\$514.58	14.89	14.89	Compatible and Officially Documented	10.00	10.00	2.33	8.00	No	0.00	8.00	No
133	Holland Road	Dam Neck Rd	Rosemont Rd	\$646.80	13.90	13.90	Compatible and Officially Documented	10.00	10.00	2.30	8.00	No	0.00	8.00	No
138	Independence Blvd	Haygood Rd	Northampton Blvd	\$1,129.94	10.28	10.28	Compatible and Officially Documented	10.00	10.00	0.85	0.00	No	0.00	0.00	Yes and Regional
139	Indian River Road	Lynnhaven Pkwy	Elbow Rd	\$1,171.07	9.97	9.97	Compatible and Officially Documented	10.00	10.00	1.46	3.64	No	0.00	3.64	No

				Modal Enhancements (5 Points)				UTILITY TOTAL							
Project ID	Project Name	From	To		How many additional dedicated facilities for alternative modes does the project include?	MODAL ENHANCEMENTS TOTAL			Total Reduction in Regional Travel Time		Labor Market Access?: (a) Travel Time Reliability, (b) Increased Access for High Density Employment Areas			Addresses the Needs of f	
					Will the project significantly reduce travel time for trips to major military bases?									Is the project part of STRAHNET	
					Select from the Dropdown Menu: (0, 1, 2, or 3+)						Select from the Dropdown Menu: (Very High, High, Medium, Low, Very Low)	(a) Select from the Dropdown Menu: (High, Medium High, Medium, Medium Low, Low)		(b) Select from the Dropdown Menu: (Very High, High, Medium, Low)	Select from the Dropdown Menu: (High, Medium, Low)
99	Nansemond Pkwy (Route 337) Phase II	Helen St (Phase I Limits)	Chesapeake CL	0.00	2 Enhancements	2.00	2.00	62.00	very low	0.00	Medium Low	low	4.00	low	No
108	Shoulders Hill Road (Route 626)	Bridge Rd (Route 17)	Nansemond Pkwy (Route 337)	0.00	1 Enhancement	1.00	1.00	48.00	Very Low	0.00	Low	Low	2.00	low	No
113	Birdneck Road	I-264	Virginia Beach Blvd	0.00	2 Enhancements	2.00	2.00	42.00	Very Low	0.00	Low	low	2.00	low	No
115	Centerville Tnpk	Chesapeake CL	Kempsville Rd	0.00	2 Enhancements	2.00	2.00	54.00	Low	5.00	Medium	low	6.00	low	No
116	Centerville Tnpk	Kempsville Rd	Indian River Rd	0.00	2 Enhancements	2.00	2.00	60.00	Low	5.00	Medium Low	Medium	7.00	low	No
117	Cleveland Street	Witchduck Road	Clearfield Ave	0.00	2 Enhancements	2.00	2.00	42.00	Very Low	0.00	Low	Low	2.00	low	No
119	Dam Neck Road	Drakesmile Rd	London Bridge Rd	0.00	2 Enhancements	2.00	2.00	68.00	High	20.00	Medium	low	6.00	low	No
120	Dam Neck Road	Holland Rd	Drakesmile Rd	0.00	2 Enhancements	2.00	2.00	67.00	Very High	30.00	Low	low	2.00	low	No
121	Dam Neck Road	Princess Anne Rd	Holland Rd	0.00	2 Enhancements	2.00	2.00	67.00	Very Low	0.00	Medium High	low	8.00	low	No
122	East Crossing of I-264	Constitution Dr (Extension)	South Independence Blvd	1.00	2 Enhancements	2.00	3.00	46.00	Very Low	0.00	Medium Low	Low	4.00	low	No
123	Elbow Rd/Dam Neck Rd	Indian River Rd	Princess Anne Road	0.00	2 Enhancements	2.00	2.00	41.00	Low	5.00	Low	low	2.00	low	No
124	Ferrell Pkwy	Indian Lakes Blvd	Indian River Rd	0.00	2 Enhancements	2.00	2.00	58.00	Very Low	0.00	Medium	Medium	9.00	low	No
125	Ferrell Pkwy	Indian Lakes Blvd	Pleasant Valley Rd	0.00	2 Enhancements	2.00	2.00	59.00	Low	5.00	Low	low	2.00	low	No
126	Ferrell Pkwy	Pleasant Valley Rd	Salem Rd	0.00	2 Enhancements	2.00	2.00	60.00	Low	5.00	Low	low	2.00	low	No
127	First Colonial Rd	Old Donation Pkwy	VA Beach Blvd	1.00	2 Enhancements	2.00	3.00	65.00	Low	5.00	Medium High	low	8.00	low	No
128	General Booth Blvd	Princess Anne Rd	Dam Neck Rd	0.00	2 Enhancements	2.00	2.00	52.00	Low	5.00	Low	low	2.00	low	No
129	General Booth Blvd	Oceana Blvd	Dam Neck Rd	0.00	2 Enhancements	2.00	2.00	69.00	Very Low	0.00	Low	low	2.00	low	No
130	General Booth Blvd	Birdneck Rd	Oceana Blvd	0.00	2 Enhancements	2.00	2.00	45.00	Low	5.00	Low	low	2.00	low	No
131	Holland Road	Nimmo Pkwy	Dam Neck Rd	0.00	3+ Enhancements	3.00	3.00	58.00	Low	5.00	Low	low	2.00	low	No
132	Holland Road	Rosemont Rd	Independence Blvd	0.00	2 Enhancements	2.00	2.00	76.00	Low	5.00	Medium High	low	8.00	low	No
133	Holland Road	Dam Neck Rd	Rosemont Rd	0.00	2 Enhancements	2.00	2.00	48.00	Very Low	0.00	Low	low	2.00	low	No
138	Independence Blvd	Haygood Rd	Northampton Blvd	2.00	2 Enhancements	2.00	4.00	58.00	Low	5.00	Low	low	2.00	low	Yes
139	Indian River Road	Lynnhaven Pkwy	Elbow Rd	0.00	2 Enhancements	2.00	2.00	40.00	Very Low	0.00	Low	low	2.00	low	No

				Economic Vitality (100 Points)										
Project ID	Project Name	From	To	Basic Sector Industries?			Increased Opportunity?			ECONOMIC VITALITY TOTAL	Percentage of Funding Committed?		Is the project included in the currently adopted LRTP?	
				Will the project significantly reduce travel time for trips to major tourism areas?	Will the project significantly reduce travel time for trips to ports?									
				Select from the Dropdown Menu: (High, Medium, Low)	Select from the Dropdown Menu: (High, Medium, Low)		Provides New or Increased Access Opportunities? Select from the Dropdown Menu: (New Opportunity, Increased Opportunity, No Additional Opportunity)	Supports Plans for Future Growth? Select from the Dropdown Menu: (Yes, No)			(Manual Entry %)		Select from the Dropdown Menu: (Yes/No)	
99	Nansemond Pkwy (Route 337) Phase II	Helen St (Phase I Limits)	Chesapeake CL	low	low	0.00	Increased Opportunity	Yes	15.00	19.00	100%	50.00	Yes	10.00
108	Shoulders Hill Road (Route 626)	Bridge Rd (Route 17)	Nansemond Pkwy (Route 337)	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	6%	3.00	No	0.00
113	Birdneck Road	I-264	Virginia Beach Blvd	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	No	0.00
115	Centerville Tnpk	Chesapeake CL	Kempsville Rd	low	low	0.00	Increased Opportunity	Yes	15.00	26.00	0%	0.00	Yes	10.00
116	Centerville Tnpk	Kempsville Rd	Indian River Rd	low	low	0.00	Increased Opportunity	Yes	15.00	27.00	0%	0.00	Yes	10.00
117	Cleveland Street	Witchduck Road	Clearfield Ave	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	No	0.00
119	Dam Neck Road	Drakesmile Rd	London Bridge Rd	low	low	0.00	Increased Opportunity	Yes	15.00	41.00	0%	0.00	No	0.00
120	Dam Neck Road	Holland Rd	Drakesmile Rd	low	low	0.00	Increased Opportunity	Yes	15.00	47.00	0%	0.00	No	0.00
121	Dam Neck Road	Princess Anne Rd	Holland Rd	low	low	0.00	Increased Opportunity	Yes	15.00	23.00	0%	0.00	No	0.00
122	East Crossing of I-264	Constitution Dr (Extension)	South Independence Blvd	low	low	0.00	New Opportunity	Yes	20.00	24.00	0%	0.00	No	0.00
123	Elbow Rd/Dam Neck Rd	Indian River Rd	Princess Anne Road	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	12%	6.00	Yes	10.00
124	Ferrell Pkwy	Indian Lakes Blvd	Indian River Rd	low	low	0.00	Increased Opportunity	Yes	15.00	24.00	0%	0.00	No	0.00
125	Ferrell Pkwy	Indian Lakes Blvd	Pleasant Valley Rd	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	0%	0.00	No	0.00
126	Ferrell Pkwy	Pleasant Valley Rd	Salem Rd	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	0%	0.00	No	0.00
127	First Colonial Rd	Old Donation Pkwy	VA Beach Blvd	low	low	0.00	Increased Opportunity	Yes	15.00	28.00	0%	0.00	Yes	10.00
128	General Booth Blvd	Princess Anne Rd	Dam Neck Rd	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	0%	0.00	Yes	10.00
129	General Booth Blvd	Oceana Blvd	Dam Neck Rd	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	No	0.00
130	General Booth Blvd	Birdneck Rd	Oceana Blvd	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	0%	0.00	No	0.00
131	Holland Road	Nimmo Pkwy	Dam Neck Rd	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	40%	20.00	Yes	10.00
132	Holland Road	Rosemont Rd	Independence Blvd	low	low	0.00	Increased Opportunity	Yes	15.00	28.00	0%	0.00	Yes	10.00
133	Holland Road	Dam Neck Rd	Rosemont Rd	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	Yes	10.00
138	Independence Blvd	Haygood Rd	Northampton Blvd	low	low	4.00	Increased Opportunity	Yes	15.00	26.00	0%	0.00	Yes	10.00
139	Indian River Road	Lynnhaven Pkwy	Elbow Rd	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	8%	4.00	Yes	10.00

				Project Viability (100 Points)							GRAND TOTAL FOR UTILITY	ECONOMIC VITALITY TOTAL	GRAND TOTAL SCORE
Project ID	Project Name	From	To	Project Readiness? Select from the Dropdown Menu:						PROJECT VIABILITY TOTAL SCORE			
				Percentage of Project Design Complete? (Manual Entry %)	Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)	Are additional environmental permits obtained? (Yes/No/Not Needed)					
99	Nansemond Pkwy (Route 337) Phase II	Helen St (Phase I Limits)	Chesapeake CL	30%	Partial	No	Partial	Not Needed	18.00	78	62	19	159
108	Shoulders Hill Road (Route 626)	Bridge Rd (Route 17)	Nansemond Pkwy (Route 337)	0%	None	No	None	No	0.00	3	48	17	68
113	Birdneck Road	I-264	Virginia Beach Blvd	0%	None	No	None	No	0.00	0	42	17	59
115	Centerville Tnpk	Chesapeake CL	Kempsville Rd	0%	None	No	None	No	0.00	10	54	26	90
116	Centerville Tnpk	Kempsville Rd	Indian River Rd	0%	None	No	None	No	0.00	10	60	27	97
117	Cleveland Street	Witchduck Road	Clearfield Ave	0%	None	No	None	No	0.00	0	42	17	59
119	Dam Neck Road	Drakesmile Rd	London Bridge Rd	0%	None	No	None	No	0.00	0	68	41	109
120	Dam Neck Road	Holland Rd	Drakesmile Rd	0%	None	No	None	No	0.00	0	67	47	114
121	Dam Neck Road	Princess Anne Rd	Holland Rd	0%	None	No	None	No	0.00	0	67	23	90
122	East Crossing of I-264	Constitution Dr (Extension)	South Independence Blvd	0%	None	No	None	No	0.00	0	46	24	70
123	Elbow Rd/Dam Neck Rd	Indian River Rd	Princess Anne Road	90%	Partial	No	Partial	No	19.00	35	41	22	98
124	Ferrell Pkwy	Indian Lakes Blvd	Indian River Rd	0%	None	No	None	No	0.00	0	58	24	82
125	Ferrell Pkwy	Indian Lakes Blvd	Pleasant Valley Rd	0%	None	No	None	No	0.00	0	59	22	81
126	Ferrell Pkwy	Pleasant Valley Rd	Salem Rd	0%	None	No	None	No	0.00	0	60	22	82
127	First Colonial Rd	Old Donation Pkwy	VA Beach Blvd	0%	None	No	None	No	0.00	10	65	28	103
128	General Booth Blvd	Princess Anne Rd	Dam Neck Rd	0%	None	No	None	No	0.00	10	52	22	84
129	General Booth Blvd	Oceana Blvd	Dam Neck Rd	0%	None	No	None	No	0.00	0	69	17	86
130	General Booth Blvd	Birdneck Rd	Oceana Blvd	0%	None	No	None	No	0.00	0	45	22	67
131	Holland Road	Nimmo Pkwy	Dam Neck Rd	80%	Full	Yes	Partial	No	30.50	61	58	22	141
132	Holland Road	Rosemont Rd	Independence Blvd	0%	None	No	None	No	0.00	10	76	28	114
133	Holland Road	Dam Neck Rd	Rosemont Rd	0%	None	No	None	No	0.00	10	48	17	75
138	Independence Blvd	Haygood Rd	Northampton Blvd	0%	None	No	None	No	0.00	10	58	26	94
139	Indian River Road	Lynnhaven Pkwy	Elbow Rd	100%	Full	Yes	Partial	Not Needed	37.50	52	40	17	109

Background Information - Highway Proj													
Project ID	Project Name	From	To	Jurisdiction 1 (Primary) Select from the Dropdown Menu:	Project Purpose	Length (miles)	Existing Lanes	Proposed Lanes	Existing Function Class	Proposed Function Class	2034 Daily VMT	Existing V/C Ratio	Existing V/C Ratio Parallel Facility
140	Indian River Road	Elbow Rd	North Landing Rd	VB	Relieve congestion on parallel facility	2.82	2	4	U/MA-1-P/2L	U/MA-1-Y/4L	50,760	0.30	
141	Indian River Road	West Neck Rd	North Landing Rd	VB	Relieve congestion on parallel facility	2.84	2	2	U/MA-1-P/2L	U/MA-1-P/2L	14,200	0.23	
142	Indian River Road	Centerville Tnpk	Ferrell Pkwy	VB	Relieve congestion on parallel facility	0.96	6	8	U/MA-3-Y/6L	U/MA-3-Y/8L	75,840	1.25	
143	Jeanne Street	Constitution Dr	Independence Blvd	VB	Relieve congestion on parallel facility	0.25	2	4	U/C-3-P/2L	U/C-3-Y/4L	2,250	0.81	
145	Laskin Road	Republic Rd	Oriole Dr	VB	Relieve congestion on parallel facility	1.49	4	6	U/PA-2-Y/4L	U/PA-2-Y/6L	49,170	0.69	
146	Laskin Road	Oriole Dr	30th/31st St	VB	Relieve congestion on parallel facility	0.68	4	6	U/PA-2-Y/4L	U/PA-2-Y/6L	17,000	0.73	
147	Laskin Road	Great Neck Road	Republic Rd	VB	Relieve congestion on parallel facility	1.48	4	6	U/PA-2-Y/4L	U/PA-2-Y/8L	39,960	0.70	
149	London Bridge Road	Dam Neck Rd	Shipps Corner Rd	VB	Relieve congestion on parallel facility	1.10	2	4	U/MA-1-N/2L	U/MA-1-Y/4L	11,000	0.90	
151	Lynnhaven Pkwy	Holland Rd	Princess Anne Rd	VB	Relieve congestion on parallel facility	2.15	4	6	U/MA-2-Y/4L	U/MA-2-Y/6L	98,900	0.74	
152	Lynnhaven Pkwy	Centerville Tnpk	Indian River Rd	VB	Relieve congestion on parallel facility	2.05	0	4	-	U/MA-3-P/4L	79,950		1.01
153	Newtown Road	Baker Rd	Virginia Beach Blvd	VB	Relieve congestion on parallel facility	0.39	4	6	U/MA-2-Y/4L	U/MA-2-Y/6L	20,670	1.11	
155	Nimmo Pkwy	Indian River Rd/North Landing Rd	West Neck Rd Ext'd	VB	Relieve congestion on parallel facility	2.22	0	2	-	U/MA-1-P/2L	22,200		0.80
156	North Great Neck Road	Virginia Beach Blvd	Wolfsnare Rd	VB	Relieve congestion on parallel facility	0.82	4	6	U/MA-2-Y/4L	U/MA-2-Y/6L	36,080	1.15	
157	South Lynnhaven Road	Virginia Beach Blvd	Lynnhaven Pkwy	VB	Relieve congestion on parallel facility	0.62	2	4	U/C-3-P/2L	U/C-3-Y/4L	11,160	0.67	
158	North Lynnhaven Road	Kings Grant Rd	Virginia Beach Blvd	VB	Relieve congestion on parallel facility	0.55	2	4	U/C-3-P/2L	U/C-3-Y/4L	8,250	0.77	
160	Princess Anne Road	Upton Dr	General Booth Blvd	VB	Relieve congestion on parallel facility	0.85	2	4	U/MA-2-P/2L	U/MA-2-Y/4L	8,500	0.90	
161	Princess Anne Road	Sandbridge Rd	Indian River Rd	VB	Relieve congestion on parallel facility	2.14	2	2	U/MA-2-P/2L	U/MA-2-P/2L	34,240	0.67	
162	Princess Anne Road	Providence Rd	Salem Rd	VB	Relieve congestion on parallel facility	0.76	4	6	U/MA-2-Y/4L	U/MA-2-Y/6L	49,400	1.07	
165	Providence Road	Kempsville Rd	Princess Anne Rd	VB	Relieve congestion on parallel facility	2.02	2	4	U/MA-2-N/2L	U/MA-2-Y/4L	68,680	1.07	
166	Rosemont Road	Virginia Beach Blvd	Holland Rd	VB	Relieve congestion on parallel facility	1.81	4	6	U/MA-3-Y/4L	U/MA-3-Y/6L	90,500	1.02	
167	Rosemont Road	Buckner Blvd	Lynnhaven Pkwy	VB	Relieve congestion on parallel facility	0.58	2	4	U/MA-2-P/2L	U/MA-2-Y/4L	13,920	1.06	
168	Salem Road	Elbow Rd	Independence Blvd	VB	Relieve congestion on parallel facility	0.90	2	4	U/C-2-P/2L	U/C-2-Y/4L	25,200	0.78	
169	Salem Road	Elbow Rd	North Landing Rd	VB	Relieve congestion on parallel facility	2.60	2	4	U/C-2-N/2L	U/C-2-Y/4L	28,600	0.36	

ects																	
Project ID	Project Name	From	To	Existing Capacity	Parallel Facility	Parallel Facility From	Parallel Facility To	Existing Capacity Parallel Facility	Change in Forecast V/C from Existing V/C	Forecasted V/C Ratio	Forecasted V/C Ratio Parallel Facility	Future Capacity	Existing ADT	Existing ADT Parallel Facility	Total Crashes Per MVMT in Past 3 Years	Total Crashes Per MVMT in Past 3 Years Parallel Facility	Jurisdictional Average Crash Rate (Per Million VMT)
140	Indian River Road	Elbow Rd	North Landing Rd	16,500					70%	0.52		34,800	5,027		4.01		2.79
141	Indian River Road	West Neck Rd	North Landing Rd	16,500					30%	0.30		16,500	3,835		5.31		2.79
142	Indian River Road	Centerville Tnpk	Ferrell Pkwy	50,100						1.18		66,900	62,824		3.94		2.79
143	Jeanne Street	Constitution Dr	Independence Blvd	14,100						0.30		29,900	11,367		11.87		2.79
145	Laskin Road	Republic Rd	Oriole Dr	42,800						0.51		64,200	29,539		8.25		2.79
146	Laskin Road	Oriole Dr	30th/31st St	42,800						0.39		64,200	31,116		5.06		2.79
147	Laskin Road	Great Neck Road	Republic Rd	42,800						0.32		85,500	29,970		11.24		2.79
149	London Bridge Road	Dam Neck Rd	Shipps Corner Rd	13,200						0.29		34,800	11,920		9.71		2.79
151	Lynnhaven Pkwy	Holland Rd	Princess Anne Rd	36,000					15%	0.85		54,000	26,633		9.90		2.79
152	Lynnhaven Pkwy	Centerville Tnpk	Indian River Rd		Kempsville Road	Centerville Tpke	Indian River Road	36,000			1.14	31,700		36,340		5.27	2.79
153	Newtown Road	Baker Rd	Virginia Beach Blvd	36,000						0.98		54,000	40,029		10.06		2.79
155	Nimmo Pkwy	Indian River Rd/North Landing Rd	West Neck Rd Ext'd		North Landing Road	Salem Road	W. Neck Road	17,100			0.76	16,500		13,752		1.69	2.79
156	North Great Neck Road	Virginia Beach Blvd	Wolfsnare Rd	36,000						0.81		54,000	41,560		5.75		2.79
157	South Lynnhaven Road	Virginia Beach Blvd	Lynnhaven Pkwy	14,100						0.60		29,900	9,410		12.62		2.79
158	North Lynnhaven Road	Kings Grant Rd	Virginia Beach Blvd	14,100						0.50		29,900	10,889		11.29		2.79
160	Princess Anne Road	Upton Dr	General Booth Blvd	17,100						0.28		36,000	15,418		3.39		2.79
161	Princess Anne Road	Sandbridge Rd	Indian River Rd	17,100					39%	0.94		17,100	11,528		2.79		2.79
162	Princess Anne Road	Providence Rd	Salem Rd	36,000					13%	1.20		54,000	38,445		2.26		2.79
165	Providence Road	Kempsville Rd	Princess Anne Rd	13,700						0.94		36,000	14,674		3.88		2.79
166	Rosemont Road	Virginia Beach Blvd	Holland Rd	33,400						1.00		50,100	34,184		9.67		2.79
167	Rosemont Road	Buckner Blvd	Lynnhaven Pkwy	17,100						0.67		36,000	18,073		9.67		2.79
168	Salem Road	Elbow Rd	Independence Blvd	15,400					10%	0.86		32,500	12,030		3.23		2.79
169	Salem Road	Elbow Rd	North Landing Rd	12,400						0.34		32,500	4,413		3.57		2.79

								Congestion Level (30 Points)							System Continuity and Connectivity (25 Points)		
Project ID	Project Name	From	To	Future ADT	Future ADT Parallel Facility	Statewide Roadway System Classification <i>Select from the Dropdown Menu:</i>	Estimated Cost of Project (YOE)	% Reduction between Existing and Future V/C Ratios		Existing V/C Ratio		Impact to Nearby Roadway		CONGESTION LEVEL TOTAL	Degree of Regional Impact		SYSTEM CONTINUITY & CONNECTIVITY TOTAL
								<i>No Input Needed - (Existing V/C - Future V/C) / Existing V/C</i>				<i>No Input Needed - (Future ADT - Existing ADT)</i>			Select from the Dropdown Menu: <i>Regional, Multi-Jurisdictional, or Local</i>		
140	Indian River Road	Elbow Rd	North Landing Rd	18,000		URBAN	\$131,000,000	0.0%	0.00	0.30	0.00	12,973	4.32	4.32	Local	8.25	8.25
141	Indian River Road	West Neck Rd	North Landing Rd	5,000		URBAN	\$42,873,600	0.0%	0.00	0.23	0.00	1,165	0.39	0.39	Local	8.25	8.25
142	Indian River Road	Centerville Tnpk	Ferrell Pkwy	79,000		URBAN	\$49,104,000	5.8%	1.17	1.25	10.00	16,176	5.39	16.56	Regional	25.00	25.00
143	Jeanne Street	Constitution Dr	Independence Blvd	9,000		URBAN	\$7,000,000	62.7%	10.00	0.81	0.00	0	0.00	10.00	Local	8.25	8.25
145	Laskin Road	Republic Rd	Oriole Dr	33,000		URBAN	\$108,000,000	25.5%	5.10	0.69	0.00	3,461	1.15	6.25	Local	8.25	8.25
146	Laskin Road	Oriole Dr	30th/31st St	25,000		URBAN	\$22,291,723	46.4%	9.29	0.73	0.00	0	0.00	9.29	Local	8.25	8.25
147	Laskin Road	Great Neck Road	Republic Rd	27,000		URBAN	\$46,886,400	54.9%	10.00	0.70	0.00	0	0.00	10.00	Local	8.25	8.25
149	London Bridge Road	Dam Neck Rd	Shipps Corner Rd	10,000		URBAN	\$26,975,520	68.2%	10.00	0.90	5.00	0	0.00	15.00	Local	8.25	8.25
151	Lynnhaven Pkwy	Holland Rd	Princess Anne Rd	46,000		URBAN	\$61,316,640	0.0%	0.00	0.74	0.00	19,367	6.46	6.46	Multi-Jurisdictional	16.75	16.75
152	Lynnhaven Pkwy	Centerville Tnpk	Indian River Rd	39,000	41,000	URBAN	\$41,054,432	0.0%	0.00	1.01	10.00	39,000	10.00	20.00	Local	8.25	8.25
153	Newtown Road	Baker Rd	Virginia Beach Blvd	53,000		URBAN	\$15,523,200	11.7%	2.35	1.11	10.00	12,971	4.32	16.67	Regional	25.00	25.00
155	Nimmo Pkwy	Indian River Rd/North Landing Rd	West Neck Rd Ext'd	10,000	13,000	URBAN	\$32,820,480	5.5%	1.09	0.80	0.00	10,000	3.33	4.42	Local	8.25	8.25
156	North Great Neck Road	Virginia Beach Blvd	Wolfsnare Rd	44,000		URBAN	\$26,906,880	29.4%	5.88	1.15	10.00	2,440	0.81	16.69	Local	8.25	8.25
157	South Lynnhaven Road	Virginia Beach Blvd	Lynnhaven Pkwy	18,000		URBAN	\$11,194,000	9.8%	1.96	0.67	0.00	8,590	2.86	4.82	Local	8.25	8.25
158	North Lynnhaven Road	Kings Grant Rd	Virginia Beach Blvd	15,000		URBAN	\$10,242,000	35.0%	7.01	0.77	0.00	4,111	1.37	8.38	Local	8.25	8.25
160	Princess Anne Road	Upton Dr	General Booth Blvd	10,000		URBAN	\$19,711,000	69.2%	10.00	0.90	5.00	0	0.00	15.00	Local	8.25	8.25
161	Princess Anne Road	Sandbridge Rd	Indian River Rd	16,000		URBAN	\$31,046,400	0.0%	0.00	0.67	0.00	4,472	1.49	1.49	Local	8.25	8.25
162	Princess Anne Road	Providence Rd	Salem Rd	65,000		URBAN	\$16,558,080	0.0%	0.00	1.07	10.00	26,555	8.85	18.85	Regional	25.00	25.00
165	Providence Road	Kempsville Rd	Princess Anne Rd	34,000		URBAN	\$42,213,600	11.8%	2.36	1.07	10.00	19,326	6.44	18.80	Local	8.25	8.25
166	Rosemont Road	Virginia Beach Blvd	Holland Rd	50,000		URBAN	\$56,000,000	2.5%	0.50	1.02	10.00	15,816	5.27	15.77	Local	8.25	8.25
167	Rosemont Road	Buckner Blvd	Lynnhaven Pkwy	24,000		URBAN	\$12,972,960	36.9%	7.38	1.06	10.00	5,927	1.98	19.36	Local	8.25	8.25
168	Salem Road	Elbow Rd	Independence Blvd	28,000		URBAN	\$20,000,000	0.0%	0.00	0.78	0.00	15,970	5.32	5.32	Local	8.25	8.25
169	Salem Road	Elbow Rd	North Landing Rd	11,000		URBAN	\$56,760,000	4.9%	0.98	0.36	0.00	6,587	2.20	3.18	Local	8.25	8.25

				Cost Effectiveness (15 Points)			Land Use Compatibility (10 Points)			Safety and Security (15 Points)					
Project ID	Project Name	From	To	Total Cost (\$) / VMT		COST EFFECTIVENESS TOTAL	Is the Project Compatible with Existing Land Use Patterns and Future Plans/Development?		LAND USE COMPATIBILITY TOTAL	Critical Crash Ratio (Actual Crash Ratio / Average Jurisdictional Crash Ratio)		Improvement to Incident Management or Evacuation Routes?		SAFETY AND SECURITY TOTAL	Does the Project Improve Vehicular Access to:
				No Input Needed - (Estimated Cost/ 2034 Daily VMT)			Select from the Dropdown Menu: (Compatible and Officially Documented, Compatible but Not Officially Documented, or Not Compatible)					Select from the Dropdown Menu: (Yes/No)			Select from the Dropdown Menu: (Yes and Regional, Yes but Not Regional, or No)
140	Indian River Road	Elbow Rd	North Landing Rd	\$2,580.77	0.00	0.00	Compatible and Officially Documented	10.00	10.00	1.44	3.50	No	0.00	3.50	No
141	Indian River Road	West Neck Rd	North Landing Rd	\$3,019.27	0.00	0.00	Compatible and Officially Documented	10.00	10.00	1.90	7.23	No	0.00	7.23	No
142	Indian River Road	Centerville Tnpk	Ferrell Pkwy	\$647.47	13.89	13.89	Compatible and Officially Documented	10.00	10.00	1.41	3.30	No	0.00	3.30	Yes but not Regional
143	Jeanne Street	Constitution Dr	Independence Blvd	\$3,111.11	0.00	0.00	Compatible and Officially Documented	10.00	10.00	4.25	8.00	No	0.00	8.00	No
145	Laskin Road	Republic Rd	Oriole Dr	\$2,196.46	2.28	2.28	Compatible and Officially Documented	10.00	10.00	2.96	8.00	No	0.00	8.00	Yes but not Regional
146	Laskin Road	Oriole Dr	30th/31st St	\$1,311.28	8.92	8.92	Compatible and Officially Documented	10.00	10.00	1.81	6.51	No	0.00	6.51	Yes but not Regional
147	Laskin Road	Great Neck Road	Republic Rd	\$1,173.33	9.95	9.95	Compatible and Officially Documented	10.00	10.00	4.03	8.00	No	0.00	8.00	Yes but not Regional
149	London Bridge Road	Dam Neck Rd	Shipps Corner Rd	\$2,452.32	0.36	0.36	Compatible and Officially Documented	10.00	10.00	3.48	8.00	No	0.00	8.00	No
151	Lynnhaven Pkwy	Holland Rd	Princess Anne Rd	\$619.99	14.10	14.10	Compatible and Officially Documented	10.00	10.00	3.55	8.00	No	0.00	8.00	Yes but not Regional
152	Lynnhaven Pkwy	Centerville Tnpk	Indian River Rd	\$513.50	14.90	14.90	Compatible and Officially Documented	10.00	10.00	1.89	7.11	No	0.00	7.11	No
153	Newtown Road	Baker Rd	Virginia Beach Blvd	\$751.00	13.12	13.12	Compatible and Officially Documented	10.00	10.00	3.61	8.00	No	0.00	8.00	Yes but not Regional
155	Nimmo Pkwy	Indian River Rd/North Landing Rd	West Neck Rd Ext'd	\$1,478.40	7.66	7.66	Compatible and Officially Documented	10.00	10.00	0.61	0.00	No	0.00	0.00	Yes but not Regional
156	North Great Neck Road	Virginia Beach Blvd	Wolfsnare Rd	\$745.76	13.16	13.16	Compatible and Officially Documented	10.00	10.00	2.06	8.00	No	0.00	8.00	No
157	South Lynnhaven Road	Virginia Beach Blvd	Lynnhaven Pkwy	\$1,003.05	11.23	11.23	Compatible and Officially Documented	10.00	10.00	4.52	8.00	No	0.00	8.00	No
158	North Lynnhaven Road	Kings Grant Rd	Virginia Beach Blvd	\$1,241.45	9.44	9.44	Compatible and Officially Documented	10.00	10.00	4.05	8.00	No	0.00	8.00	No
160	Princess Anne Road	Upton Dr	General Booth Blvd	\$2,318.94	1.36	1.36	Compatible and Officially Documented	10.00	10.00	1.22	1.72	No	0.00	1.72	No
161	Princess Anne Road	Sandbridge Rd	Indian River Rd	\$906.73	11.95	11.95	Compatible and Officially Documented	10.00	10.00	1.00	0.00	No	0.00	0.00	No
162	Princess Anne Road	Providence Rd	Salem Rd	\$335.18	15.00	15.00	Compatible and Officially Documented	10.00	10.00	0.81	0.00	No	0.00	0.00	No
165	Providence Road	Kempsville Rd	Princess Anne Rd	\$614.64	14.14	14.14	Compatible and Officially Documented	10.00	10.00	1.39	3.13	No	0.00	3.13	No
166	Rosemont Road	Virginia Beach Blvd	Holland Rd	\$618.78	14.11	14.11	Compatible and Officially Documented	10.00	10.00	3.47	8.00	No	0.00	8.00	No
167	Rosemont Road	Buckner Blvd	Lynnhaven Pkwy	\$931.97	11.76	11.76	Compatible and Officially Documented	10.00	10.00	3.47	8.00	No	0.00	8.00	No
168	Salem Road	Elbow Rd	Independence Blvd	\$793.65	12.80	12.80	Compatible and Officially Documented	10.00	10.00	1.16	1.26	No	0.00	1.26	No
169	Salem Road	Elbow Rd	North Landing Rd	\$1,984.62	3.87	3.87	Compatible and Officially Documented	10.00	10.00	1.28	2.24	No	0.00	2.24	No

				Modal Enhancements (5 Points)				UTILITY TOTAL							
Project ID	Project Name	From	To		How many additional dedicated facilities for alternative modes does the project include?		MODAL ENHANCEMENTS TOTAL		Total Reduction in Regional Travel Time		Labor Market Access?: (a) Travel Time Reliability, (b) Increased Access for High Density Employment Areas			Addresses the Needs of f	
					Select from the Dropdown Menu: (0, 1, 2, or 3+)									Defense Access	
					(a) Select from the Dropdown Menu: (Very High, High, Medium, Low, Very Low)						(b) Select from the Dropdown Menu: (Very High, High, Medium, Low)	Will the project significantly reduce travel time for trips to major military bases? Select from the Dropdown Menu: (High, Medium, Low)		Is the project part of STRAHNET Select from the Dropdown Menu: (Yes/No)	
140	Indian River Road	Elbow Rd	North Landing Rd	0.00	2 Enhancements	2.00	2.00	28.00	Very Low	0.00	Low	low	2.00	low	No
141	Indian River Road	West Neck Rd	North Landing Rd	0.00	2 Enhancements	2.00	2.00	28.00	Low	5.00	Low	Medium	5.00	low	No
142	Indian River Road	Centerville Tnpk	Ferrell Pkwy	1.00	2 Enhancements	2.00	3.00	72.00	Low	5.00	Low	low	2.00	low	No
143	Jeanne Street	Constitution Dr	Independence Blvd	0.00	2 Enhancements	2.00	2.00	38.00	Very Low	0.00	Low	low	2.00	low	No
145	Laskin Road	Republic Rd	Oriole Dr	1.00	2 Enhancements	2.00	3.00	38.00	Very Low	0.00	Low	low	2.00	low	No
146	Laskin Road	Oriole Dr	30th/31st St	1.00	2 Enhancements	2.00	3.00	46.00	Very Low	0.00	Low	low	2.00	low	No
147	Laskin Road	Great Neck Road	Republic Rd	1.00	2 Enhancements	2.00	3.00	49.00	Low	5.00	Low	low	2.00	low	No
149	London Bridge Road	Dam Neck Rd	Shipps Corner Rd	0.00	2 Enhancements	2.00	2.00	44.00	Low	5.00	Low	low	2.00	low	No
151	Lynnhaven Pkwy	Holland Rd	Princess Anne Rd	1.00	2 Enhancements	2.00	3.00	58.00	Low	5.00	Medium Low	low	4.00	low	No
152	Lynnhaven Pkwy	Centerville Tnpk	Indian River Rd	0.00	2 Enhancements	2.00	2.00	62.00	Low	5.00	Low	Medium	5.00	low	No
153	Newtown Road	Baker Rd	Virginia Beach Blvd	1.00	2 Enhancements	2.00	3.00	76.00	Low	5.00	Medium Low	low	4.00	low	No
155	Nimmo Pkwy	Indian River Rd/North Landing Rd	West Neck Rd Ext'd	1.00	2 Enhancements	2.00	3.00	33.00	Low	5.00	Medium	low	6.00	low	No
156	North Great Neck Road	Virginia Beach Blvd	Wolfsnare Rd	0.00	2 Enhancements	2.00	2.00	58.00	Low	5.00	Medium	low	6.00	low	No
157	South Lynnhaven Road	Virginia Beach Blvd	Lynnhaven Pkwy	0.00	2 Enhancements	2.00	2.00	44.00	Very Low	0.00	Low	low	2.00	low	No
158	North Lynnhaven Road	Kings Grant Rd	Virginia Beach Blvd	0.00	2 Enhancements	2.00	2.00	46.00	Very Low	0.00	Low	Low	2.00	low	No
160	Princess Anne Road	Upton Dr	General Booth Blvd	0.00	2 Enhancements	2.00	2.00	38.00	Low	5.00	Low	Low	2.00	low	No
161	Princess Anne Road	Sandbridge Rd	Indian River Rd	0.00	2 Enhancements	2.00	2.00	34.00	Low	5.00	Low	Low	2.00	low	No
162	Princess Anne Road	Providence Rd	Salem Rd	0.00	2 Enhancements	2.00	2.00	71.00	Very Low	0.00	Medium High	Low	8.00	low	No
165	Providence Road	Kempsville Rd	Princess Anne Rd	0.00	2 Enhancements	2.00	2.00	56.00	Low	5.00	Medium	low	6.00	low	No
166	Rosemont Road	Virginia Beach Blvd	Holland Rd	0.00	2 Enhancements	2.00	2.00	58.00	Low	5.00	Medium High	low	8.00	low	No
167	Rosemont Road	Buckner Blvd	Lynnhaven Pkwy	0.00	2 Enhancements	2.00	2.00	59.00	Low	5.00	Medium High	low	8.00	low	No
168	Salem Road	Elbow Rd	Independence Blvd	0.00	2 Enhancements	2.00	2.00	40.00	Very Low	0.00	Low	low	2.00	low	No
169	Salem Road	Elbow Rd	North Landing Rd	0.00	2 Enhancements	2.00	2.00	30.00	Very Low	0.00	Low	low	2.00	low	No

Highway Projects														
				Economic Vitality (100 Points)										
Project ID	Project Name	From	To	Basic Sector Industries?			Increased Opportunity?			ECONOMIC VITALITY TOTAL	Percentage of Funding Committed?		Is the project included in the currently adopted LRTP?	
				Will the project significantly reduce travel time for trips to major tourism areas? <i>Select from the Dropdown Menu: (High, Medium, Low)</i>	Will the project significantly reduce travel time for trips to ports? <i>Select from the Dropdown Menu: (High, Medium, Low)</i>									
												Provides New or Increased Access Opportunities? <i>Select from the Dropdown Menu: (New Opportunity, Increased Opportunity, No Additional Opportunity)</i>	Supports Plans for Future Growth? <i>Select from the Dropdown Menu: (Yes, No)</i>	
140	Indian River Road	Elbow Rd	North Landing Rd	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	Yes	10.00
141	Indian River Road	West Neck Rd	North Landing Rd	low	low	0.00	No Additional Opportunity	Yes	10.00	20.00	0%	0.00	No	0.00
142	Indian River Road	Centerville Tnpk	Ferrell Pkwy	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	0%	0.00	Yes	10.00
143	Jeanne Street	Constitution Dr	Independence Blvd	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	Yes	10.00
145	Laskin Road	Republic Rd	Oriole Dr	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	27%	13.50	Yes	10.00
146	Laskin Road	Oriole Dr	30th/31st St	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	7%	3.50	Yes	10.00
147	Laskin Road	Great Neck Road	Republic Rd	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	0%	0.00	No	0.00
149	London Bridge Road	Dam Neck Rd	Shipps Corner Rd	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	0%	0.00	No	0.00
151	Lynnhaven Pkwy	Holland Rd	Princess Anne Rd	low	low	0.00	Increased Opportunity	Yes	15.00	24.00	0%	0.00	No	0.00
152	Lynnhaven Pkwy	Centerville Tnpk	Indian River Rd	low	low	0.00	New Opportunity	Yes	20.00	30.00	100%	50.00	Yes	10.00
153	Newtown Road	Baker Rd	Virginia Beach Blvd	low	low	0.00	Increased Opportunity	Yes	15.00	24.00	0%	0.00	No	0.00
155	Nimmo Pkwy	Indian River Rd/North Landing Rd	West Neck Rd Ext'd	low	low	0.00	New Opportunity	Yes	20.00	31.00	0%	0.00	Yes	10.00
156	North Great Neck Road	Virginia Beach Blvd	Wolfsnare Rd	low	low	0.00	Increased Opportunity	Yes	15.00	26.00	0%	0.00	No	0.00
157	South Lynnhaven Road	Virginia Beach Blvd	Lynnhaven Pkwy	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	No	0.00
158	North Lynnhaven Road	Kings Grant Rd	Virginia Beach Blvd	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	No	0.00
160	Princess Anne Road	Upton Dr	General Booth Blvd	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	0%	0.00	Yes	10.00
161	Princess Anne Road	Sandbridge Rd	Indian River Rd	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	0%	0.00	No	0.00
162	Princess Anne Road	Providence Rd	Salem Rd	low	low	0.00	Increased Opportunity	Yes	15.00	23.00	0%	0.00	No	0.00
165	Providence Road	Kempsville Rd	Princess Anne Rd	low	low	0.00	Increased Opportunity	Yes	15.00	26.00	0%	0.00	Yes	10.00
166	Rosemont Road	Virginia Beach Blvd	Holland Rd	low	low	0.00	Increased Opportunity	Yes	15.00	28.00	0%	0.00	Yes	10.00
167	Rosemont Road	Buckner Blvd	Lynnhaven Pkwy	low	low	0.00	Increased Opportunity	Yes	15.00	28.00	0%	0.00	No	0.00
168	Salem Road	Elbow Rd	Independence Blvd	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	Yes	10.00
169	Salem Road	Elbow Rd	North Landing Rd	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	No	0.00

				Project Viability (100 Points)							GRAND TOTAL FOR UTILITY	ECONOMIC VITALITY TOTAL	GRAND TOTAL SCORE
Project ID	Project Name	From	To	Project Readiness? Select from the Dropdown Menu:						PROJECT VIABILITY TOTAL SCORE			
				Percentage of Project Design Complete? (Manual Entry %)	Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)	Are additional environmental permits obtained? (Yes/No/Not Needed)					
140	Indian River Road	Elbow Rd	North Landing Rd	0%	None	No	None	No	0.00	10	28	17	55
141	Indian River Road	West Neck Rd	North Landing Rd	0%	None	No	None	No	0.00	0	28	20	48
142	Indian River Road	Centerville Tnpk	Ferrell Pkwy	0%	None	No	None	No	0.00	10	72	22	104
143	Jeanne Street	Constitution Dr	Independence Blvd	0%	None	No	None	No	0.00	10	38	17	65
145	Laskin Road	Republic Rd	Oriole Dr	100%	Full	Yes	Full	No	35.00	59	38	17	114
146	Laskin Road	Oriole Dr	30th/31st St	35%	Full	Yes	None	No	23.50	37	46	17	100
147	Laskin Road	Great Neck Road	Republic Rd	0%	None	No	None	No	0.00	0	49	22	71
149	London Bridge Road	Dam Neck Rd	Shipps Corner Rd	0%	None	No	None	No	0.00	0	44	22	66
151	Lynnhaven Pkwy	Holland Rd	Princess Anne Rd	0%	None	No	None	No	0.00	0	58	24	82
152	Lynnhaven Pkwy	Centerville Tnpk	Indian River Rd	90%	Full	Yes	Full	Yes	39.00	99	62	30	191
153	Newtown Road	Baker Rd	Virginia Beach Blvd	0%	None	No	None	No	0.00	0	76	24	100
155	Nimmo Pkwy	Indian River Rd/North Landing Rd	West Neck Rd Ext'd	0%	None	No	None	No	0.00	10	33	31	74
156	North Great Neck Road	Virginia Beach Blvd	Wolfsnare Rd	0%	None	No	None	No	0.00	0	58	26	84
157	South Lynnhaven Road	Virginia Beach Blvd	Lynnhaven Pkwy	0%	None	No	None	No	0.00	0	44	17	61
158	North Lynnhaven Road	Kings Grant Rd	Virginia Beach Blvd	0%	None	No	None	No	0.00	0	46	17	63
160	Princess Anne Road	Upton Dr	General Booth Blvd	0%	None	No	None	No	0.00	10	38	22	70
161	Princess Anne Road	Sandbridge Rd	Indian River Rd	0%	None	No	None	No	0.00	0	34	22	56
162	Princess Anne Road	Providence Rd	Salem Rd	0%	None	No	None	No	0.00	0	71	23	94
165	Providence Road	Kempsville Rd	Princess Anne Rd	0%	None	No	None	No	0.00	10	56	26	92
166	Rosemont Road	Virginia Beach Blvd	Holland Rd	0%	None	No	None	No	0.00	10	58	28	96
167	Rosemont Road	Buckner Blvd	Lynnhaven Pkwy	0%	None	No	None	No	0.00	0	59	28	87
168	Salem Road	Elbow Rd	Independence Blvd	0%	None	No	None	No	0.00	10	40	17	67
169	Salem Road	Elbow Rd	North Landing Rd	0%	None	No	None	No	0.00	0	30	17	47

Background Information - Highway Proj													
Project ID	Project Name	From	To	Jurisdiction 1 (Primary) Select from the Dropdown Menu:	Project Purpose	Length (miles)	Existing Lanes	Proposed Lanes	Existing Function Class	Proposed Function Class	2034 Daily VMT	Existing V/C Ratio	Existing V/C Ratio Parallel Facility
170	Sandbridge Road	Princess Anne Rd	Atwoodtown Rd	VB	Relieve congestion on parallel facility	1.55	2	4	U/C-1-N/2L	U/C-1-Y/4L	21,700	0.98	
171	Seaboard Road	Nimmo Pkwy	Princess Anne Rd	VB	New alignment for access and connectivity	0.63	0	2	-	U/C-2-N/2L	3,780		1.49
172	Seaboard Road	Princess Anne Rd (North)	Princess Anne Rd (South)	VB	Relieve congestion on parallel facility	2.42	2	2	U/C-1-N/2L	U/C-1-P/2L	12,100	0.21	
173	Shore Drive	Norfolk CL	Diamond Springs Rd	VB	Relieve congestion on parallel facility	0.21	4	6	U/PA-2-Y/4L	U/PA-2-Y/6L	8,610	0.82	
174	Silina Drive	Rosemont Rd	South Lynnhave Rd	VB	Relieve congestion on parallel facility	1.05	2	4	U/C-3-N/2L	U/C-3-Y/4L	17,850	0.78	
175	South Independence Blvd	Holland Rd	South Plaza Trail	VB	Relieve congestion on parallel facility	0.76	4	6	U/MA-2-Y/4L	U/MA-2-Y/6L	37,240	0.97	
177	Virginia Beach Blvd	I-264	First Colonial Rd	VB	Relieve congestion on parallel facility	1.18	4	6	U/MA-2-P/4L	U/MA-2-Y/6L	44,840	1.02	
180	West Crossing of I-264	Aragona Blvd	Bonney Rd	VB	Relieve congestion on parallel facility	0.80	0	4	-	U/C-3-Y/4L	14,400		1.05
181	West Neck Pkwy Ext'd	North Landing Rd	Indian River Rd	VB	Relieve congestion on parallel facility	1.25	0	4	-	U/C-1-Y/4L	7,500		0.20
182	West Neck Pkwy Ext'd	Elbow Rd	North Landing Rd	VB	Relieve congestion on parallel facility	2.80	0	4	-	U/C-1-Y/4L	67,200		1.51
183	West Neck Road	North Landing Rd	Indian River Rd	VB	Relieve congestion on parallel facility	2.05	2	4	U/C-3-P/2L	U/C-3-Y/4L	18,450	0.20	
185	Witchduck Road	I-264	Virginia Beach Blvd	VB	Relieve congestion on parallel facility	0.51	4	8	U/MA-3-Y/4L	U/MA-3-Y/8L	29,580	1.53	
186	Ironbound Road (Rt. 615)	Richmond Road	Longhill Connector	WBG	The Ironbound Road Improvements provide additional capacity for a collector street serving a developing major mixed use area.	0.62	2	3	U/MA-3-P/2L	U/MA-3-Y/2L	11,780	0.66	
187	Route 17 (G.W. Memorial Highway)	Route 171 (Victory Boulevard)	Hampton Highway	YORK	Congestion Relief	0.64	4	6	U/PA-2-Y/4L	U/PA-2-Y/6L	33,280	0.98	
188	Route 17 (G.W. Memorial Highway)	Hampton Highway	Dare Road	YORK	Congestion Relief	2.78	4	6	U/PA-2-Y/4L	U/PA-2-Y/6L	227,960	1.24	
189	Route 17 (G.W. Memorial Highway)	Dare Road	Route 173 (Denbigh Boulevard/Goodwin Neck	YORK	Congestion Relief	0.67	4	6	U/PA-2-Y/4L	U/PA-2-Y/6L	41,540	1.24	
190	Route 17 (G.W. Memorial Highway)	Newport News CL	Route 171 (Victory Boulevard)	YORK	Congestion Relief	1.20	4	6	U/PA-2-Y/4L	U/PA-2-Y/6L	73,200	0.89	
191	Route 17 (G.W. Memorial Highway)	Route 173 (Denbigh Boulevard)	Route 105 (Fort Eustis Boulevard)	YORK	Congestion Relief	1.38	4	6	U/PA-1-Y/4L	U/PA-1-Y/6L	84,180	0.93	
192	Route 17 (G.W. Memorial Highway)	Route 105 (Fort Eustis Boulevard)	Coleman Bridge	YORK	Congestion Relief	4.03	4	6	U/PA-1-Y/4L	U/PA-1-Y/6L	237,770	0.87	
193	Route 171 (Victory Boulevard)	Route 134 (Hampton Highway)	Poquoson CL	YORK	Congestion Relief	2.50	2	4	U/MA-1-P/2L	U/MA-1-Y/4L	85,000	1.20	
194	Route 171 (Victory Boulevard)	Route 17 (George Washington Memorial Highway)	Route 134 (Hampton Highway)	YORK	Congestion Relief	0.35	4	6	U/MA-2-Y/4L	U/MA-2-Y/6L	16,450	0.90	

ects																	
Project ID	Project Name	From	To	Existing Capacity	Parallel Facility	Parallel Facility From	Parallel Facility To	Existing Capacity Parallel Facility	Change in Forecast V/C from Existing V/C	Forecasted V/C Ratio	Forecasted V/C Ratio Parallel Facility	Future Capacity	Existing ADT	Existing ADT Parallel Facility	Total Crashes Per MVMT in Past 3 Years	Total Crashes Per MVMT in Past 3 Years Parallel Facility	Jurisdictional Average Crash Rate (Per Million VMT)
170	Sandbridge Road	Princess Anne Rd	Atwoodtown Rd	12,900						0.41		33,900	12,653		0.77		2.79
171	Seaboard Road	Nimmo Pkwy	Princess Anne Rd		Princess Anne Road	Seaboard Road	Nimmo Pkwy	15,400			1.39	12,400		22,962		3.36	2.79
172	Seaboard Road	Princess Anne Rd (North)	Princess Anne Rd (South)	12,900					50%	0.31		16,100	2,668		7.34		2.79
173	Shore Drive	Norfolk CL	Diamond Springs Rd	42,800						0.64		64,200	35,155		4.07		2.79
174	Silina Drive	Rosemont Rd	South Lynnhave Rd	11,300						0.57		29,900	8,782		5.28		2.79
175	South Independence Blvd	Holland Rd	South Plaza Trail	36,000						0.91		54,000	35,052		5.81		2.79
177	Virginia Beach Blvd	I-264	First Colonial Rd	34,200						0.70		54,000	35,011		4.84		2.79
180	West Crossing of I-264	Aragona Blvd	Bonney Rd		Independence Blvd	Baxter Road	Columbus St	80,800			1.05	29,900		84,494		5.76	2.79
181	West Neck Pkwy Ext'd	North Landing Rd	Indian River Rd		West Neck Road	North Landing Road	Indian River Road	14,100			0.57	33,900		2,830		4.44	2.79
182	West Neck Pkwy Ext'd	Elbow Rd	North Landing Rd		Princess Anne Road	North Landing Road	Dam Neck Road	15,800			0.89	33,900		23,857		1.58	2.79
183	West Neck Road	North Landing Rd	Indian River Rd	14,100					50%	0.30		29,900	2,830		4.44		2.79
185	Witchduck Road	I-264	Virginia Beach Blvd	33,400						0.87		66,900	51,108		7.41		2.79
186	Ironbound Road (Rt. 615)	Richmond Road	Longhill Connector	15,800					74%	1.14		16,600	10,399		2.67		1.96
187	Route 17 (G.W. Memorial Highway)	Route 171 (Victory Boulevard)	Hampton Highway	42,800						0.81		64,200	41,992		2.22		1.55
188	Route 17 (G.W. Memorial Highway)	Hampton Highway	Dare Road	42,800					3%	1.28		64,200	53,184		2.22		1.55
189	Route 17 (G.W. Memorial Highway)	Dare Road	Route 173 (Denbigh Boulevard/Goodwin Neck	42,800						0.97		64,200	53,184		2.22		1.55
190	Route 17 (G.W. Memorial Highway)	Newport News CL	Route 171 (Victory Boulevard)	42,800					7%	0.95		64,200	37,917		3.04		1.55
191	Route 17 (G.W. Memorial Highway)	Route 173 (Denbigh Boulevard)	Route 105 (Fort Eustis Boulevard)	41,900					4%	0.97		62,900	38,995		3.20		1.55
192	Route 17 (G.W. Memorial Highway)	Route 105 (Fort Eustis Boulevard)	Coleman Bridge	41,900					8%	0.94		62,900	36,485		1.09		1.55
193	Route 171 (Victory Boulevard)	Route 134 (Hampton Highway)	Poquoson CL	16,500						0.98		34,800	19,835		5.63		1.55
194	Route 171 (Victory Boulevard)	Route 17 (George Washington Memorial Highway)	Route 134 (Hampton Highway)	36,000						0.87		54,000	32,291		9.89		1.55

								Congestion Level (30 Points)							System Continuity and Connectivity (25 Points)		
Project ID	Project Name	From	To	Future ADT	Future ADT Parallel Facility	Statewide Roadway System Classification <i>Select from the Dropdown Menu:</i>	Estimated Cost of Project (YOE)	% Reduction between Existing and Future V/C Ratios		Existing V/C Ratio		Impact to Nearby Roadway		CONGESTION LEVEL TOTAL	Degree of Regional Impact		SYSTEM CONTINUITY & CONNECTIVITY TOTAL
								No Input Needed - (Existing V/C - Future V/C) / Existing V/C				No Input Needed - (Future ADT - Existing ADT)			Select from the Dropdown Menu: Regional, Multi-Jurisdictional, or Local		
170	Sandbridge Road	Princess Anne Rd	Atwoodtown Rd	14,000		URBAN	\$40,043,520	57.9%	10.00	0.98	5.00	1,347	0.45	15.45	Local	8.25	8.25
171	Seaboard Road	Nimmo Pkwy	Princess Anne Rd	6,000	21,400	URBAN	\$7,324,637	6.8%	1.36	1.49	10.00	6,000	2.00	13.36	Local	8.25	8.25
172	Seaboard Road	Princess Anne Rd (North)	Princess Anne Rd (South)	5,000		URBAN	\$59,000,000	0.0%	0.00	0.21	0.00	2,332	0.78	0.78	Local	8.25	8.25
173	Shore Drive	Norfolk CL	Diamond Springs Rd	41,000		URBAN	\$6,468,000	22.2%	4.45	0.82	0.00	5,845	1.95	6.40	Multi-Jurisdictional	16.75	16.75
174	Silina Drive	Rosemont Rd	South Lynnhave Rd	17,000		URBAN	\$19,068,000	26.8%	5.37	0.78	0.00	8,218	2.74	8.11	Local	8.25	8.25
175	South Independence Blvd	Holland Rd	South Plaza Trail	49,000		URBAN	\$21,732,480	6.8%	1.36	0.97	5.00	13,948	4.65	11.01	Regional	25.00	25.00
177	Virginia Beach Blvd	I-264	First Colonial Rd	38,000		URBAN	\$75,028,800	31.3%	6.25	1.02	10.00	2,989	1.00	17.25	Local	8.25	8.25
180	West Crossing of I-264	Aragona Blvd	Bonney Rd	18,000	85,000	URBAN	\$51,400,000	0.0%	0.00	1.05	10.00	18,000	6.00	16.00	Local	8.25	8.25
181	West Neck Pkwy Ext'd	North Landing Rd	Indian River Rd	6,000	8,000	URBAN	\$16,000,000	0.0%	0.00	0.20	0.00	6,000	2.00	2.00	Local	8.25	8.25
182	West Neck Pkwy Ext'd	Elbow Rd	North Landing Rd	24,000	14,000	URBAN	\$39,000,000	41.3%	8.26	1.51	10.00	24,000	8.00	26.26	Local	8.25	8.25
183	West Neck Road	North Landing Rd	Indian River Rd	9,000		URBAN	\$5,188,283	0.0%	0.00	0.20	0.00	6,170	2.06	2.06	Local	8.25	8.25
185	Witchduck Road	I-264	Virginia Beach Blvd	58,000		URBAN	\$32,007,950	43.3%	8.67	1.53	10.00	6,892	2.30	20.97	Regional	25.00	25.00
186	Ironbound Road (Rt. 615)	Richmond Road	Longhill Connector	19,000		URBAN	\$3,514,000	0.0%	0.00	0.66	0.00	8,601	2.87	2.87	Multi-Jurisdictional	16.75	16.75
187	Route 17 (G.W. Memorial Highway)	Route 171 (Victory Boulevard)	Hampton Highway	52,000		PRIMARY	\$12,430,000	17.4%	3.49	0.98	5.00	10,008	3.34	11.83	Regional	25.00	25.00
188	Route 17 (G.W. Memorial Highway)	Hampton Highway	Dare Road	82,000		PRIMARY	\$56,718,421	0.0%	0.00	1.24	10.00	28,816	9.61	19.61	Regional	25.00	25.00
189	Route 17 (G.W. Memorial Highway)	Dare Road	Route 173 (Denbigh Boulevard/Goodwin Neck	62,000		PRIMARY	\$8,131,000	22.3%	4.46	1.24	10.00	8,816	2.94	17.40	Regional	25.00	25.00
190	Route 17 (G.W. Memorial Highway)	Newport News CL	Route 171 (Victory Boulevard)	61,000		PRIMARY	\$15,300,000	0.0%	0.00	0.89	5.00	23,083	7.69	12.69	Regional	25.00	25.00
191	Route 17 (G.W. Memorial Highway)	Route 173 (Denbigh Boulevard)	Route 105 (Fort Eustis Boulevard)	61,000		PRIMARY	\$17,200,000	0.0%	0.00	0.93	5.00	22,005	7.34	12.34	Regional	25.00	25.00
192	Route 17 (G.W. Memorial Highway)	Route 105 (Fort Eustis Boulevard)	Coleman Bridge	59,000		PRIMARY	\$78,000,000	0.0%	0.00	0.87	5.00	22,515	7.51	12.51	Regional	25.00	25.00
193	Route 171 (Victory Boulevard)	Route 134 (Hampton Highway)	Poquoson CL	34,000		PRIMARY	\$26,000,000	18.7%	3.75	1.20	10.00	14,165	4.72	18.47	Multi-Jurisdictional	16.75	16.75
194	Route 171 (Victory Boulevard)	Route 17 (George Washington Memorial Highway)	Route 134 (Hampton Highway)	47,000		PRIMARY	\$4,000,000	3.0%	0.59	0.90	5.00	14,709	4.90	10.49	Multi-Jurisdictional	16.75	16.75

				Cost Effectiveness (15 Points)			Land Use Compatibility (10 Points)			Safety and Security (15 Points)					
Project ID	Project Name	From	To	Total Cost (\$) / VMT		COST EFFECTIVENESS TOTAL	Is the Project Compatible with Existing Land Use Patterns and Future Plans/Development?		LAND USE COMPATIBILITY TOTAL	Critical Crash Ratio (Actual Crash Ratio / Average Jurisdictional Crash Ratio)		Improvement to Incident Management or Evacuation Routes?		SAFETY AND SECURITY TOTAL	Does the Project Improve Vehicular Access to:
				No Input Needed - (Estimated Cost/ 2034 Daily VMT)			Select from the Dropdown Menu: (Compatible and Officially Documented, Compatible but Not Officially Documented, or Not Compatible)					Select from the Dropdown Menu: (Yes/No)			Select from the Dropdown Menu: (Yes and Regional, Yes but Not Regional, or No)
170	Sandbridge Road	Princess Anne Rd	Atwoodtown Rd	\$1,845.32	4.91	4.91	Compatible and Officially Documented	10.00	10.00	0.28	0.00	No	0.00	0.00	No
171	Seaboard Road	Nimmo Pkwy	Princess Anne Rd	\$1,937.73	4.22	4.22	Compatible and Officially Documented	10.00	10.00	1.20	1.63	No	0.00	1.63	No
172	Seaboard Road	Princess Anne Rd (North)	Princess Anne Rd (South)	\$4,876.03	0.00	0.00	Compatible and Officially Documented	10.00	10.00	2.63	8.00	No	0.00	8.00	No
173	Shore Drive	Norfolk CL	Diamond Springs Rd	\$751.22	13.12	13.12	Compatible and Officially Documented	10.00	10.00	1.46	3.67	Yes	7.00	10.67	Yes but not Regional
174	Silina Drive	Rosemont Rd	South Lynnhave Rd	\$1,068.24	10.74	10.74	Compatible and Officially Documented	10.00	10.00	1.89	7.14	No	0.00	7.14	No
175	South Independence Blvd	Holland Rd	South Plaza Trail	\$583.58	14.37	14.37	Compatible and Officially Documented	10.00	10.00	2.08	8.00	No	0.00	8.00	No
177	Virginia Beach Blvd	I-264	First Colonial Rd	\$1,673.26	6.20	6.20	Compatible and Officially Documented	10.00	10.00	1.73	5.88	No	0.00	5.88	No
180	West Crossing of I-264	Aragona Blvd	Bonney Rd	\$3,569.44	0.00	0.00	Compatible and Officially Documented	10.00	10.00	2.06	8.00	No	0.00	8.00	No
181	West Neck Pkwy Ext'd	North Landing Rd	Indian River Rd	\$2,133.33	2.75	2.75	Compatible and Officially Documented	10.00	10.00	1.59	4.73	No	0.00	4.73	No
182	West Neck Pkwy Ext'd	Elbow Rd	North Landing Rd	\$580.36	14.40	14.40	Compatible and Officially Documented	10.00	10.00	0.57	0.00	No	0.00	0.00	No
183	West Neck Road	North Landing Rd	Indian River Rd	\$281.21	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.59	4.73	No	0.00	4.73	No
185	Witchduck Road	I-264	Virginia Beach Blvd	\$1,082.08	10.63	10.63	Compatible and Officially Documented	10.00	10.00	2.66	8.00	No	0.00	8.00	Yes and Regional
186	Ironbound Road (Rt. 615)	Richmond Road	Longhill Connector	\$298.30	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.36	2.90	No	0.00	2.90	No
187	Route 17 (G.W. Memorial Highway)	Route 171 (Victory Boulevard)	Hampton Highway	\$373.50	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.43	3.46	Yes	7.00	10.46	Yes but not Regional
188	Route 17 (G.W. Memorial Highway)	Hampton Highway	Dare Road	\$248.81	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.43	3.46	Yes	7.00	10.46	Yes but not Regional
189	Route 17 (G.W. Memorial Highway)	Dare Road	Route 173 (Denbigh Boulevard/Goodwin Neck	\$195.74	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.43	3.46	Yes	7.00	10.46	Yes but not Regional
190	Route 17 (G.W. Memorial Highway)	Newport News CL	Route 171 (Victory Boulevard)	\$209.02	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.96	7.69	Yes	7.00	14.69	Yes but not Regional
191	Route 17 (G.W. Memorial Highway)	Route 173 (Denbigh Boulevard)	Route 105 (Fort Eustis Boulevard)	\$204.32	15.00	15.00	Compatible and Officially Documented	10.00	10.00	2.06	8.00	Yes	7.00	15.00	Yes but not Regional
192	Route 17 (G.W. Memorial Highway)	Route 105 (Fort Eustis Boulevard)	Coleman Bridge	\$328.05	15.00	15.00	Compatible and Officially Documented	10.00	10.00	0.70	0.00	Yes	7.00	7.00	Yes but not Regional
193	Route 171 (Victory Boulevard)	Route 134 (Hampton Highway)	Poquoson CL	\$305.88	15.00	15.00	Compatible and Officially Documented	10.00	10.00	3.63	8.00	Yes	7.00	15.00	No
194	Route 171 (Victory Boulevard)	Route 17 (George Washington Memorial Highway)	Route 134 (Hampton Highway)	\$243.16	15.00	15.00	Compatible and Officially Documented	10.00	10.00	6.38	8.00	Yes	7.00	15.00	No

				Modal Enhancements (5 Points)				UTILITY TOTAL								
Project ID	Project Name	From	To		How many additional dedicated facilities for alternative modes does the project include?		MODAL ENHANCEMENTS TOTAL		Total Reduction in Regional Travel Time		Labor Market Access?: (a) Travel Time Reliability, (b) Increased Access for High Density Employment Areas			Addresses the Needs of f		
					Select from the Dropdown Menu: (0, 1, 2, or 3+)									Defense Access		
														Will the project significantly reduce travel time for trips to major military bases? Select from the Dropdown Menu: (High, Medium, Low)	Is the project part of STRAHNET Select from the Dropdown Menu: (Yes/No)	
170	Sandbridge Road	Princess Anne Rd	Atwoodtown Rd	0.00	2 Enhancements	2.00	2.00	41.00	Low	5.00	None	low	0.00	low	No	
171	Seaboard Road	Nimmo Pkwy	Princess Anne Rd	0.00	1 Enhancement	1.00	1.00	38.00	Very Low	0.00	Low	low	2.00	low	No	
172	Seaboard Road	Princess Anne Rd (North)	Princess Anne Rd (South)	0.00	2 Enhancements	2.00	2.00	29.00	Very Low	0.00	Low	Low	2.00	low	No	
173	Shore Drive	Norfolk CL	Diamond Springs Rd	1.00	2 Enhancements	2.00	3.00	60.00	Low	5.00	Medium Low	low	4.00	low	Yes	
174	Silina Drive	Rosemont Rd	South Lynnhave Rd	0.00	2 Enhancements	2.00	2.00	46.00	Very Low	0.00	Low	low	2.00	low	No	
175	South Independence Blvd	Holland Rd	South Plaza Trail	0.00	2 Enhancements	2.00	2.00	70.00	Low	5.00	Medium	low	6.00	low	No	
177	Virginia Beach Blvd	I-264	First Colonial Rd	0.00	2 Enhancements	2.00	2.00	50.00	Very Low	0.00	Low	low	2.00	low	No	
180	West Crossing of I-264	Aragona Blvd	Bonney Rd	0.00	2 Enhancements	2.00	2.00	44.00	Very Low	0.00	Medium Low	Low	4.00	low	No	
181	West Neck Pkwy Ext'd	North Landing Rd	Indian River Rd	0.00	2 Enhancements	2.00	2.00	30.00	Low	5.00	Low	low	2.00	low	No	
182	West Neck Pkwy Ext'd	Elbow Rd	North Landing Rd	0.00	2 Enhancements	2.00	2.00	61.00	Low	5.00	Low	low	2.00	low	No	
183	West Neck Road	North Landing Rd	Indian River Rd	0.00	2 Enhancements	2.00	2.00	42.00	Very Low	0.00	Low	low	2.00	low	No	
185	Witchduck Road	I-264	Virginia Beach Blvd	2.00	3+ Enhancements	3.00	5.00	80.00	Low	5.00	Medium High	low	8.00	low	No	
186	Ironbound Road (Rt. 615)	Richmond Road	Longhill Connector	0.00	1 Enhancement	1.00	1.00	49.00	Low	5.00	Low	low	2.00	low	No	
187	Route 17 (G.W. Memorial Highway)	Route 171 (Victory Boulevard)	Hampton Highway	1.00	0 Enhancements	0.00	1.00	73.00	Low	5.00	Medium	low	6.00	low	Yes	
188	Route 17 (G.W. Memorial Highway)	Hampton Highway	Dare Road	1.00	1 Enhancement	1.00	2.00	82.00	Medium	10.00	Medium High	Medium	11.00	low	Yes	
189	Route 17 (G.W. Memorial Highway)	Dare Road	Route 173 (Denbigh Boulevard/Goodwin Neck	1.00	0 Enhancements	0.00	1.00	79.00	Low	5.00	Medium High	low	8.00	low	Yes	
190	Route 17 (G.W. Memorial Highway)	Newport News CL	Route 171 (Victory Boulevard)	1.00	0 Enhancements	0.00	1.00	78.00	Low	5.00	Low	low	2.00	low	Yes	
191	Route 17 (G.W. Memorial Highway)	Route 173 (Denbigh Boulevard)	Route 105 (Fort Eustis Boulevard)	1.00	0 Enhancements	0.00	1.00	78.00	Low	5.00	Low	low	2.00	low	Yes	
192	Route 17 (G.W. Memorial Highway)	Route 105 (Fort Eustis Boulevard)	Coleman Bridge	1.00	0 Enhancements	0.00	1.00	71.00	Low	5.00	Medium	low	6.00	low	Yes	
193	Route 171 (Victory Boulevard)	Route 134 (Hampton Highway)	Poquoson CL	0.00	0 Enhancements	0.00	0.00	75.00	Low	5.00	Medium	low	6.00	low	No	
194	Route 171 (Victory Boulevard)	Route 17 (George Washington Memorial Highway)	Route 134 (Hampton Highway)	0.00	0 Enhancements	0.00	0.00	67.00	Very Low	0.00	Medium High	low	8.00	low	No	

				Economic Vitality (100 Points)										
Project ID	Project Name	From	To	Basic Sector Industries?			Increased Opportunity?			ECONOMIC VITALITY TOTAL	Percentage of Funding Committed?		Is the project included in the currently adopted LRTP?	
				Will the project significantly reduce travel time for trips to major tourism areas? Select from the Dropdown Menu: (High, Medium, Low)			Will the project significantly reduce travel time for trips to ports? Select from the Dropdown Menu: (High, Medium, Low)	(Manual Entry %)			Select from the Dropdown Menu: Select from the Dropdown Menu: (Yes/No)			
				Provides New or Increased Access Opportunities? Select from the Dropdown Menu: (New Opportunity, Increased Opportunity, No Additional Opportunity)			Supports Plans for Future Growth? Select from the Dropdown Menu: (Yes, No)							
170	Sandbridge Road	Princess Anne Rd	Atwoodtown Rd	low	low	0.00	Increased Opportunity	Yes	15.00	20.00	0%	0.00	Yes	10.00
171	Seaboard Road	Nimmo Pkwy	Princess Anne Rd	low	low	0.00	New Opportunity	Yes	20.00	22.00	100%	50.00	Yes	10.00
172	Seaboard Road	Princess Anne Rd (North)	Princess Anne Rd (South)	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	No	0.00
173	Shore Drive	Norfolk CL	Diamond Springs Rd	low	low	4.00	Increased Opportunity	Yes	15.00	28.00	0%	0.00	No	0.00
174	Silina Drive	Rosemont Rd	South Lynnhave Rd	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	No	0.00
175	South Independence Blvd	Holland Rd	South Plaza Trail	low	low	0.00	Increased Opportunity	Yes	15.00	26.00	0%	0.00	No	0.00
177	Virginia Beach Blvd	I-264	First Colonial Rd	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	No	0.00
180	West Crossing of I-264	Aragona Blvd	Bonney Rd	low	low	0.00	New Opportunity	Yes	20.00	24.00	0%	0.00	No	0.00
181	West Neck Pkwy Ext'd	North Landing Rd	Indian River Rd	low	low	0.00	New Opportunity	Yes	20.00	27.00	0%	0.00	Yes	10.00
182	West Neck Pkwy Ext'd	Elbow Rd	North Landing Rd	low	low	0.00	New Opportunity	Yes	20.00	27.00	0%	0.00	Yes	10.00
183	West Neck Road	North Landing Rd	Indian River Rd	low	low	0.00	Increased Opportunity	Yes	15.00	17.00	0%	0.00	Yes	10.00
185	Witchduck Road	I-264	Virginia Beach Blvd	low	low	0.00	Increased Opportunity	Yes	15.00	28.00	0%	0.00	Yes	10.00
186	Ironbound Road (Rt. 615)	Richmond Road	Longhill Connector	low	low	0.00	Increased Opportunity	Yes	15.00	22.00	10%	4.75	Yes	10.00
187	Route 17 (G.W. Memorial Highway)	Route 171 (Victory Boulevard)	Hampton Highway	low	low	4.00	Increased Opportunity	Yes	15.00	30.00	0%	0.00	No	0.00
188	Route 17 (G.W. Memorial Highway)	Hampton Highway	Dare Road	low	low	4.00	Increased Opportunity	Yes	15.00	40.00	66%	33.00	Yes	10.00
189	Route 17 (G.W. Memorial Highway)	Dare Road	Route 173 (Denbigh Boulevard/Goodwin Neck	low	low	4.00	Increased Opportunity	Yes	15.00	32.00	0%	0.00	Yes	10.00
190	Route 17 (G.W. Memorial Highway)	Newport News CL	Route 171 (Victory Boulevard)	low	low	4.00	Increased Opportunity	Yes	15.00	26.00	0%	0.00	No	0.00
191	Route 17 (G.W. Memorial Highway)	Route 173 (Denbigh Boulevard)	Route 105 (Fort Eustis Boulevard)	low	low	4.00	Increased Opportunity	Yes	15.00	26.00	0%	0.00	No	0.00
192	Route 17 (G.W. Memorial Highway)	Route 105 (Fort Eustis Boulevard)	Coleman Bridge	low	low	4.00	Increased Opportunity	Yes	15.00	30.00	0%	0.00	No	0.00
193	Route 171 (Victory Boulevard)	Route 134 (Hampton Highway)	Poquoson CL	low	low	0.00	Increased Opportunity	Yes	15.00	26.00	0%	0.00	No	0.00
194	Route 171 (Victory Boulevard)	Route 17 (George Washington Memorial Highway)	Route 134 (Hampton Highway)	low	low	0.00	Increased Opportunity	Yes	15.00	23.00	0%	0.00	No	0.00

				Project Viability (100 Points)							GRAND TOTAL FOR UTILITY	ECONOMIC VITALITY TOTAL	GRAND TOTAL SCORE
Project ID	Project Name	From	To	Project Readiness? Select from the Dropdown Menu:						PROJECT VIABILITY TOTAL SCORE			
				Percentage of Project Design Complete? (Manual Entry %)	Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)	Are additional environmental permits obtained? (Yes/No/Not Needed)					
170	Sandbridge Road	Princess Anne Rd	Atwoodtown Rd	0%	None	No	None	No	0.00	10	41	20	71
171	Seaboard Road	Nimmo Pkwy	Princess Anne Rd	100%	Full	No	Full	Not Needed	35.00	95	38	22	155
172	Seaboard Road	Princess Anne Rd (North)	Princess Anne Rd (South)	0%	None	No	None	No	0.00	0	29	17	46
173	Shore Drive	Norfolk CL	Diamond Springs Rd	0%	None	No	None	No	0.00	0	60	28	88
174	Silina Drive	Rosemont Rd	South Lynnhave Rd	0%	None	No	None	No	0.00	0	46	17	63
175	South Independence Blvd	Holland Rd	South Plaza Trail	0%	None	No	None	No	0.00	0	70	26	96
177	Virginia Beach Blvd	I-264	First Colonial Rd	0%	None	No	None	No	0.00	0	50	17	67
180	West Crossing of I-264	Aragona Blvd	Bonney Rd	0%	None	No	None	No	0.00	0	44	24	68
181	West Neck Pkwy Ext'd	North Landing Rd	Indian River Rd	0%	None	No	None	No	0.00	10	30	27	67
182	West Neck Pkwy Ext'd	Elbow Rd	North Landing Rd	0%	None	No	None	No	0.00	10	61	27	98
183	West Neck Road	North Landing Rd	Indian River Rd	0%	None	No	None	No	0.00	10	42	17	69
185	Witchduck Road	I-264	Virginia Beach Blvd	30%	Full	Yes	None	No	23.00	33	80	28	141
186	Ironbound Road (Rt. 615)	Richmond Road	Longhill Connector	0%	None	No	None	No	0.00	15	49	22	86
187	Route 17 (G.W. Memorial Highway)	Route 171 (Victory Boulevard)	Hampton Highway	0%	None	No	None	Not Needed	5.00	5	73	30	108
188	Route 17 (G.W. Memorial Highway)	Hampton Highway	Dare Road	90%	Full	Yes	Partial	Not Needed	36.50	80	82	40	202
189	Route 17 (G.W. Memorial Highway)	Dare Road	Route 173 (Denbigh Boulevard/Goodwin Neck	47%	Partial	Yes	Partial	Not Needed	24.70	35	79	32	146
190	Route 17 (G.W. Memorial Highway)	Newport News CL	Route 171 (Victory Boulevard)	0%	None	No	None	Not Needed	5.00	5	78	26	109
191	Route 17 (G.W. Memorial Highway)	Route 173 (Denbigh Boulevard)	Route 105 (Fort Eustis Boulevard)	0%	None	No	None	Not Needed	5.00	5	78	26	109
192	Route 17 (G.W. Memorial Highway)	Route 105 (Fort Eustis Boulevard)	Coleman Bridge	0%	None	No	None	Not Needed	5.00	5	71	30	106
193	Route 171 (Victory Boulevard)	Route 134 (Hampton Highway)	Poquoson CL	0%	None	No	None	Not Needed	5.00	5	75	26	106
194	Route 171 (Victory Boulevard)	Route 17 (George Washington Memorial Highway)	Route 134 (Hampton Highway)	0%	None	No	None	Not Needed	5.00	5	67	23	95

Background Information - Highway Projects												
Project ID	Project Name	From	To	Jurisdiction 1 <i>(Primary)</i> Select from the Dropdown Menu:	Improvement Description	Purpose of Project	Length <i>(miles)</i>	Existing Lanes	Proposed Lanes	2034 Daily VMT	Total Crashes Per MVMT in Past 3 Years	Total Crashes Per MVMT in Past 3 Years Parallel Facility
7	I-64/City Line Interchange and Arterial	I-64	Centerville Tnpk	Multi	New Interchange and two lane access road	CONSTRUCT NEW INTERCHANGE CHESAPEAKE/VIRGINIA BEACH	0.90	0	2	47,106		1.72
8	I-264 EB Ramp from I-64 WB	Curlew Dr	Witchduck Rd	Multi	Modify Interchange	RTE 264 - INTERCHANGE IMPROVEMENTS - 64 WB RAMP TO 264 EB	0	n.a.	n.a.	218,317	1.17	
27	I-64/464 Interchange	I-64 EB / Battlefield Blvd	I-464 NB	CHE	Address Geometric Deficiencies with interchange. Add 1 mile lane extension from I-464 to Battlefield Blvd on I-64 EB.		0	n.a.	n.a.	153,222	1.08	
29	Chesapeake Expressway Interchange @ Mt. Pleasant Road	NA	NA	CHE	Add clover-leaf ramps for northbound 168 Bypass and eastbound and westbound clover-leaf ramps on Mt. Pleasant Road.	Reconfigure interchange by adding ramps to reduce conflicts and reduce congestion	0	n.a.	n.a.	58,127	1.24	
43	I-64 Interchange @ LaSalle Avenue	I-64 WB	LaSalle Ave	HM	Add movement from eastbound I-64 to northbound Lasalle Ave	Provides improved access to LAFB and retail/commercial on N. Armistead.	0	n.a.	n.a.	66,990	2.17	
58	I-64 @ Ft. Eustis Blvd	NA	NA	NN	Address Geometric Deficiencies with interchange	Address Geometric Deficiencies with interchange	0	n.a.	n.a.	157,686	2.92	
59	I-64 Interchange @ Bland Blvd/Denbigh Blvd	NA	NA	NN	Construct new interchange either at Bland Blvd or at Denbigh Blvd.	Provides multi-modal access with Interstate, airport, rail and bus transit	0	n.a.	n.a.	147,713	0.98	
60	I-664/Terminal Avenue Interchange	I-664 at Terminal Interchange	Jefferson Ave via 12th St.	NN	Upgrade Terminal Avenue/I-664 interchange to provide direct access to 12th Street and Jefferson Avenue.	Provide Gateway to Southern Newport News	0	n.a.	n.a.	26,340	1.93	
76	I-64/Norview Ave Interchange	I-64 EB	Norview Ave EB/WB	NOR	Add Movement	The project improves safety at the interchange by removing the existing weave through closing the exit ramp from I-64EB to Norview Avenue and replacing it with a new ramp north of the entrance ramp from Norview Ave to I-64EB. The new ramp also provides a new movement from I-64EB to Norview WB.	0	n.a.	n.a.	70,859	1.18	
79	I-64 @ Military Hwy	Military Highway Northbound	I-64 Eastbound	NOR	New ramp from NB Military Hwy to EB I-64		0	n.a.	n.a.	79,251	1.02	
134	I-264/Independence Blvd Interchange	NA	NA	VB	Interchange improvement		0	n.a.	n.a.	231,900	2.27	
136	I-264/Lynnhaven Interchange Phase II	NA	NA	VB	Interchange improvement		0	n.a.	n.a.	95,105	2.21	
137	I-264/Witchduck Interchange	NA	NA	VB	Interchange improvement		0	n.a.	n.a.	227,538	1.64	
159	Northampton Blvd/Shore Dr Interchange	NA	NA	VB	Improve Interchange		0	n.a.	n.a.	30,270	3.21	
199	Air Terminal Interchange	NA	NA	NOR	New Interchange	Additional Access Point to NS Norfolk (@ Chambers Field)	0	n.a.	n.a.	60,934	1.65	

							Congestion Level (30 Points)								
Project ID	Project Name	From	To	Jurisdictional Average Crash Rate (Per Million VMT)	Statewide Roadway System Classification <i>Select from the Dropdown Menu:</i>	Estimated Cost of Project (YOE)	Existing Queue Conditions			Queue Improvements			Number of Movements Added or Improved		CONGESTION LEVEL TOTAL
							Number of Interstate Approaches From Where Queues Currently Form	Number of Arterial Approaches From Where Queues Currently Form		Number of Interstate Approaches Improved	Number of Arterial Approaches Improved		Max: 8 Movements 2 Left/Right * 4 (NB, SB, EB, WB)		
							Select from the Dropdown Menu:	Select from the Dropdown Menu:		Select from the Dropdown Menu:	Select from the Dropdown Menu:		Manual Input		
7	I-64/City Line Interchange and Arterial	I-64	Centerville Tnpk	2.79	INTERSTATE	\$104,902,350	2	1	6.50	2	1	6.50	4	5.00	18.00
8	I-264 EB Ramp from I-64 WB	Curlew Dr	Witchduck Rd	1.13	INTERSTATE	\$97,306,200	4	0	10.00	1	0	2.50	1	1.25	13.75
27	I-64/464 Interchange	I-64 EB / Battlefield Blvd	I-464 NB	0.64	INTERSTATE	\$19,000,000	2	1	6.50	1	0	2.50	1	1.25	10.25
29	Chesapeake Expressway Interchange @ Mt. Pleasant Road	NA	NA	0.64	PRIMARY	\$26,000,000	0	3	4.50	0	3	4.50	3	3.75	12.75
43	I-64 Interchange @ LaSalle Avenue	I-64 WB	LaSalle Ave	0.90	INTERSTATE	\$400,000	1	0	2.50	1	0	2.50	1	1.25	6.25
58	I-64 @ Ft. Eustis Blvd	NA	NA	1.12	INTERSTATE	\$134,000,000	2	2	8.00	2	2	8.00	4	5.00	21.00
59	I-64 Interchange @ Bland Blvd/Denbigh Blvd	NA	NA	1.12	INTERSTATE	\$128,871,515	1	1	4.00	1	1	4.00	8	10.00	18.00
60	I-664/Terminal Avenue Interchange	I-664 at Terminal Interchange	Jefferson Ave via 12th St.	1.12	INTERSTATE	\$18,000,000	0	0	0.00	0	0	0.00	1	1.25	1.25
76	I-64/Norview Ave Interchange	I-64 EB	Norview Ave EB/WB	1.31	INTERSTATE	\$7,902,687	1	0	2.50	1	0	2.50	2	2.50	7.50
79	I-64 @ Military Hwy	Military Highway Northbound	I-64 Eastbound	1.31	INTERSTATE	\$29,000,000	0	0	0.00	0	0	0.00	1	1.25	1.25
134	I-264/Independence Blvd Interchange	NA	NA	0.85	INTERSTATE	\$250,000,000	2	2	8.00	2	2	8.00	8	10.00	26.00
136	I-264/Lynnhaven Interchange Phase II	NA	NA	0.85	INTERSTATE	\$140,187,206	1	1	4.00	1	1	4.00	2	2.50	10.50
137	I-264/Witchduck Interchange	NA	NA	0.85	INTERSTATE	\$172,548,500	2	2	8.00	2	2	8.00	8	10.00	26.00
159	Northampton Blvd/Shore Dr Interchange	NA	NA	2.79	URBAN	\$33,000,000	0	2	3.00	0	2	3.00	8	10.00	16.00
199	Air Terminal Interchange	NA	NA	1.31	INTERSTATE	\$23,000,000	1	0	2.50	0	0	0.00	8	10.00	12.50

				System Continuity and Connectivity (25 Points)			Cost Effectiveness (15 Points)			Land Use Compatibility (10 Points)			Safety and Security	
Project ID	Project Name	From	To	Degree of Regional Impact		SYSTEM CONTINUITY & CONNECTIVITY TOTAL	Total Cost (\$) / VMT		COST EFFECTIVENESS TOTAL	Is the Project Compatible with Existing Land Use Patterns and Future Plans/Development?		LAND USE COMPATIBILITY TOTAL	Critical Crash Ratio (Actual Crash Ratio / Average Jurisdictional Crash Ratio)	
				Select from the Dropdown Menu: Regional, Multi-Jurisdictional, or Local			No Input Needed - (Estimated Cost/ 2034 Daily VMT)			Select from the Dropdown Menu: (Compatible and Officially Documented, Compatible but Not Officially Documented, or Not Compatible)				
7	I-64/City Line Interchange and Arterial	I-64	Centerville Tnpk	Multi-Jurisdictional	16.75	16.75	\$2,226.94	2.05	2.05	Compatible and Officially Documented	10.00	10.00	0.62	0.00
8	I-264 EB Ramp from I-64 WB	Curlew Dr	Witchduck Rd	Regional	25.00	25.00	\$445.71	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.04	0.28
27	I-64/464 Interchange	I-64 EB / Battlefield Blvd	I-464 NB	Regional	25.00	25.00	\$124.00	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.69	5.50
29	Chesapeake Expressway Interchange @ Mt. Pleasant Road	NA	NA	Local	8.25	8.25	\$447.30	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.94	7.50
43	I-64 Interchange @ LaSalle Avenue	I-64 WB	LaSalle Ave	Regional	25.00	25.00	\$5.97	15.00	15.00	Compatible and Officially Documented	10.00	10.00	2.41	8.00
58	I-64 @ Ft. Eustis Blvd	NA	NA	Regional	25.00	25.00	\$849.79	12.38	12.38	Compatible and Officially Documented	10.00	10.00	2.61	8.00
59	I-64 Interchange @ Bland Blvd/Denbigh Blvd	NA	NA	Regional	25.00	25.00	\$872.45	12.21	12.21	Compatible and Officially Documented	10.00	10.00	0.88	0.00
60	I-664/Terminal Avenue Interchange	I-664 at Terminal Interchange	Jefferson Ave via 12th St.	Local	8.25	8.25	\$683.37	13.62	13.62	Compatible and Officially Documented	10.00	10.00	1.72	5.79
76	I-64/Norview Ave Interchange	I-64 EB	Norview Ave EB/WB	Regional	25.00	25.00	\$111.53	15.00	15.00	Compatible and Officially Documented	10.00	10.00	0.90	0.00
79	I-64 @ Military Hwy	Military Highway Northbound	I-64 Eastbound	Local	8.25	8.25	\$365.93	15.00	15.00	Compatible and Officially Documented	10.00	10.00	0.78	0.00
134	I-264/Independence Blvd Interchange	NA	NA	Regional	25.00	25.00	\$1,078.05	10.66	10.66	Compatible and Officially Documented	10.00	10.00	2.67	8.00
136	I-264/Lynnhaven Interchange Phase II	NA	NA	Regional	25.00	25.00	\$1,474.03	7.69	7.69	Compatible and Officially Documented	10.00	10.00	2.60	8.00
137	I-264/Witchduck Interchange	NA	NA	Regional	25.00	25.00	\$758.33	13.06	13.06	Compatible and Officially Documented	10.00	10.00	1.93	7.44
159	Northampton Blvd/Shore Dr Interchange	NA	NA	Multi-Jurisdictional	16.75	16.75	\$1,090.19	10.57	10.57	Compatible and Officially Documented	10.00	10.00	1.15	1.20
199	Air Terminal Interchange	NA	NA	Regional	25.00	25.00	\$377.46	15.00	15.00	Compatible and Officially Documented	10.00	10.00	1.26	2.08

				[15 Points]			Modal Enhancements (5 Points)					UTILITY TOTAL	Total Reduction in Regional Travel Time					Labor Market Access?: (a) Travel Time Reliability, (b) Increased Access for High Density Employment Areas		
Project ID	Project Name	From	To	Improvement to Incident Management or		SAFETY AND SECURITY TOTAL	Does the Project Improve Vehicular Access to (Scroll		How many additional dedicated facilities for alternative modes does the project		MODAL ENHANCEMENTS TOTAL		Total Reduction in Regional Travel Time		Labor Market Access?: (a) Travel Time Reliability, (b) Increased Access for High Density Employment Areas					
				Select from the Dropdown Menu: (Yes/No)			Select from the Dropdown Menu: (Yes and Regional, Yes but Not Regional, or No)		Select from the Dropdown Menu: (0, 1, 2, or 3+)				Select from the Dropdown Menu: (Very High, High, Medium, Low, Very Low)		(a) Select from the Dropdown Menu: (High, Medium High, Medium, Medium Low, Low)	(b) Select from the Dropdown Menu: (Very High, High, Medium, Low)				
7	I-64/City Line Interchange and Arterial	I-64	Centerville Tnpk	Yes	7.00	7.00	Yes but not Regional	1.00	0 Enhancements	0.00	1.00	55.00	Medium	10.00	Medium Low	Low	4.00			
8	I-264 EB Ramp from I-64 WB	Curlew Dr	Witchduck Rd	Yes	7.00	7.28	Yes and Regional	2.00	1 Enhancement	1.00	3.00	74.00	Very High	30.00	Medium High	High	15.00			
27	I-64/464 Interchange	I-64 EB / Battlefield Blvd	I-464 NB	Yes	7.00	12.50	Yes and Regional	2.00	0 Enhancements	0.00	2.00	75.00	High	20.00	Medium High	High	15.00			
29	Chesapeake Expressway Interchange @ Mt. Pleasant Road	NA	NA	Yes	7.00	14.50	No	0.00	0 Enhancements	0.00	0.00	61.00	Low	5.00	Low	Low	2.00			
43	I-64 Interchange @ LaSalle Avenue	I-64 WB	LaSalle Ave	No	0.00	8.00	Yes and Regional	2.00	0 Enhancements	0.00	2.00	66.00	Medium	10.00	Low	Medium	5.00			
58	I-64 @ Ft. Eustis Blvd	NA	NA	Yes	7.00	15.00	Yes and Regional	2.00	0 Enhancements	0.00	2.00	85.00	Medium	10.00	Medium High	High	15.00			
59	I-64 Interchange @ Bland Blvd/Denbigh Blvd	NA	NA	Yes	7.00	7.00	Yes and Regional	2.00	1 Enhancement	1.00	3.00	75.00	Medium	10.00	Medium High	Very High	18.00			
60	I-664/Terminal Avenue Interchange	I-664 at Terminal Interchange	Jefferson Ave via 12th St.	No	0.00	5.79	Yes and Regional	2.00	0 Enhancements	0.00	2.00	41.00	Very Low	0.00	Low	Medium	5.00			
76	I-64/Norview Ave Interchange	I-64 EB	Norview Ave EB/WB	Yes	7.00	7.00	Yes and Regional	2.00	0 Enhancements	0.00	2.00	67.00	Medium	10.00	None	Medium	3.00			
79	I-64 @ Military Hwy	Military Highway Northbound	I-64 Eastbound	Yes	7.00	7.00	Yes but not Regional	1.00	0 Enhancements	0.00	1.00	43.00	Low	5.00	None	Medium	3.00			
134	I-264/Independence Blvd Interchange	NA	NA	Yes	7.00	15.00	Yes and Regional	2.00	1 Enhancement	1.00	3.00	90.00	Very High	30.00	Medium High	Very High	18.00			
136	I-264/Lynnhaven Interchange Phase II	NA	NA	Yes	7.00	15.00	Yes and Regional	2.00	1 Enhancement	1.00	3.00	71.00	High	20.00	Medium Low	Medium	7.00			
137	I-264/Witchduck Interchange	NA	NA	Yes	7.00	14.44	Yes and Regional	2.00	1 Enhancement	1.00	3.00	92.00	Very High	30.00	Medium Low	Very High	14.00			
159	Northampton Blvd/Shore Dr Interchange	NA	NA	No	0.00	1.20	Yes and Regional	2.00	1 Enhancement	1.00	3.00	58.00	Low	5.00	Medium Low	Medium	7.00			
199	Air Terminal Interchange	NA	NA	Yes	7.00	9.08	Yes and Regional	2.00	0 Enhancements	0.00	2.00	74.00	Medium	10.00	Medium	High	13.00			

				Economic Vitality (100 Points)								
Project ID	Project Name	From	To	Addresses the Needs of Basic Sector Industries?					Increased Opportunity?			ECONOMIC VITALITY TOTAL
				Defense Access		Will the project significantly reduce travel time for trips to major tourism areas? Select from the Dropdown Menu: (High, Medium, Low)	Will the project significantly reduce travel time for trips to ports? Select from the Dropdown Menu: (High, Medium, Low)		Provides New or Increased Access Opportunities? Select from the Dropdown Menu: (New Opportunity, Increased Opportunity, No Additional Opportunity)	Supports Plans for Future Growth? Select from the Dropdown Menu: (Yes, No)		
				Will the project significantly reduce travel time for trips to major military bases? Select from the Dropdown Menu: (High, Medium, Low)	Is the project part of STRAHNET Select from the Dropdown Menu: (Yes/No)							
7	I-64/City Line Interchange and Arterial	I-64	Centerville Tnpk	low	Yes	low	low	4.00	New Opportunity	Yes	20.00	38.00
8	I-264 EB Ramp from I-64 WB	Curlew Dr	Witchduck Rd	Low	Yes	low	low	4.00	Increased Opportunity	Yes	15.00	64.00
27	I-64/464 Interchange	I-64 EB / Battlefield Blvd	I-464 NB	Low	Yes	low	low	4.00	Increased Opportunity	Yes	15.00	54.00
29	Chesapeake Expressway Interchange @ Mt. Pleasant Road	NA	NA	low	Yes	low	low	4.00	Increased Opportunity	Yes	15.00	26.00
43	I-64 Interchange @ LaSalle Avenue	I-64 WB	LaSalle Ave	Low	Yes	low	low	4.00	Increased Opportunity	Yes	15.00	34.00
58	I-64 @ Ft. Eustis Blvd	NA	NA	low	Yes	Medium	low	9.00	Increased Opportunity	Yes	15.00	49.00
59	I-64 Interchange @ Bland Blvd/Denbigh Blvd	NA	NA	low	Yes	low	low	4.00	New Opportunity	Yes	20.00	52.00
60	I-664/Terminal Avenue Interchange	I-664 at Terminal Interchange	Jefferson Ave via 12th St.	low	Yes	low	low	4.00	Increased Opportunity	Yes	15.00	24.00
76	I-64/Norview Ave Interchange	I-64 EB	Norview Ave EB/WB	low	Yes	low	low	4.00	Increased Opportunity	Yes	15.00	32.00
79	I-64 @ Military Hwy	Military Highway Northbound	I-64 Eastbound	low	Yes	low	low	4.00	New Opportunity	Yes	20.00	32.00
134	I-264/Independence Blvd Interchange	NA	NA	low	Yes	low	low	4.00	Increased Opportunity	Yes	15.00	67.00
136	I-264/Lynnhaven Interchange Phase II	NA	NA	low	Yes	low	low	4.00	New Opportunity	Yes	20.00	51.00
137	I-264/Witchduck Interchange	NA	NA	low	Yes	low	low	4.00	Increased Opportunity	Yes	15.00	63.00
159	Northampton Blvd/Shore Dr Interchange	NA	NA	low	Yes	low	low	4.00	Increased Opportunity	Yes	15.00	31.00
199	Air Terminal Interchange	NA	NA	High	Yes	low	low	10.00	New Opportunity	Yes	20.00	53.00

				Project Viability (100 Points)											GRAND TOTAL FOR UTILITY	ECONOMIC VITALITY TOTAL	GRAND TOTAL SCORE
Project ID	Project Name	From	To	Percentage of Funding Committed?		Is the project included in the		Project Readiness? <i>Select from the Dropdown Menu:</i>						PROJECT VIABILITY TOTAL SCORE			
				(Manual Entry %)		<i>Select from the Dropdown Menu: (Yes/No)</i>		Percentage of Project Design Complete? (Manual Entry %)	Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)	Are additional environmental permits obtained? (Yes/No/Not Needed)					
7	I-64/City Line Interchange and Arterial	I-64	Centerville Tnpk	12%	6.00	Yes	10.00	0%	None	No	None	Not Needed	5.00	21	55	38	114
8	I-264 EB Ramp from I-64 WB	Curlew Dr	Witchduck Rd	16%	8.00	Yes	10.00	30%	Full	Yes	None	No	23.00	41	74	64	179
27	I-64/464 Interchange	I-64 EB / Battlefield Blvd	I-464 NB	0%	0.00	No	0.00	0%	Full	Yes	None	Not Needed	25.00	25	75	54	154
29	Chesapeake Expressway Interchange @ Mt. Pleasant Road	NA	NA	0%	0.00	Yes	10.00	0%	None	No	None	Not Needed	5.00	15	61	26	102
43	I-64 Interchange @ LaSalle Avenue	I-64 WB	LaSalle Ave	100%	50.00	Yes	10.00	50%	None	No	Full	No	10.00	70	66	34	170
58	I-64 @ Ft. Eustis Blvd	NA	NA	0%	0.00	Yes	10.00	0%	None	No	None	Not Needed	5.00	15	85	49	149
59	I-64 Interchange @ Bland Blvd/Denbigh Blvd	NA	NA	28%	14.00	No	0.00	0%	None	No	None	No	0.00	14	75	52	141
60	I-664/Terminal Avenue Interchange	I-664 at Terminal Interchange	Jefferson Ave via 12th St.	0%	0.00	No	0.00	0%	None	No	None	No	0.00	0	41	24	65
76	I-64/Norview Ave Interchange	I-64 EB	Norview Ave EB/WB	100%	50.00	Yes	10.00	90%	Full	Yes	Partial	Not Needed	36.50	97	67	32	196
79	I-64 @ Military Hwy	Military Highway Northbound	I-64 Eastbound	0%	0.00	No	0.00	0%	None	No	None	Not Needed	5.00	5	43	32	80
134	I-264/Independence Blvd Interchange	NA	NA	0%	0.00	Yes	10.00	10%	None	No	None	No	1.00	11	90	67	168
136	I-264/Lynnhaven Interchange Phase II	NA	NA	9%	4.50	Yes	10.00	10%	Partial	No	None	No	8.50	23	71	51	145
137	I-264/Witchduck Interchange	NA	NA	7%	3.50	Yes	10.00	30%	Full	Yes	None	No	23.00	37	92	63	192
159	Northampton Blvd/Shore Dr Interchange	NA	NA	0%	0.00	Yes	10.00	0%	None	No	None	No	0.00	10	58	31	99
199	Air Terminal Interchange	NA	NA	0%	0.00	Yes	10.00	30%	Partial	No	Partial	No	13.00	23	74	53	150

Background Information - Bridge and Tunnel Projects															
Project ID	Project Name	From	To	Jurisdiction <i>(Primary)</i> Select from the Dropdown Menu:	Purpose of Project	Length <i>(miles)</i>	Existing Lanes	Proposed Lanes	Existing Function Class	Proposed Function Class	Existing Detour Route's Daily VMT	2034 Daily VMT	Existing V/C Ratio	Existing V/C Ratio Parallel Facility	Existing Capacity
196	HRBT/I-64 (6-lane)	Mallory Street	I-64 / I-564 Junction	Multi		9.30	4	6	U/F-T/2L	U/F-T/3L	2,101,463	1,097,400	1.36		75,000
4	HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Multi		11.95	4	8	U/F-T/2L	U/F-T/4L	2,101,463	1,481,800	1.36		75,000
9	Midtown Tunnel / MLK Fwy extension	Hampton Blvd	I-264	Multi		2.51	2	4	U/T-A/2L	U/F-T/2L	348,079	125,500	1.05		34,000
14	Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Multi	Add capacity by widening on I-664 from Bowers Hill to I-64 on the Peninsula	21.37	4	6+	U/F-3/2L	U/F-3/3L	1,705,744	2,072,890	0.86		84,800
15	Third Crossing: East-West Bridge-Tunnel Connector	I-564	I-664	Multi		5.20	0	4	-	U/F-T/4L	962,748	530,400		1.36	
197	Third Crossing: Craney Island Connector and Eastern EW Tunnel Connector	VA 164	I-564	Multi		8.00	0	4	-	U/F-T/4L	962,748	776,000		1.36	
195	Third Crossing: Complete Implementation	Peninsula	Southside	Multi		33.67	4	6+	-		962,748	4,175,080		1.36	
21	Dominion Blvd	Oak Grove Connector	Cedar Road	CHE	Unimpeded maritime facility with removal of drawbridge and construction of fixed-span bridge	6.70	2	4	U/PA-1-P/2L	U/F-3/2L	436,658	469,000	1.53		19,900
26	I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	CHE		8.22	4	6	U/F-B/2L	U/F-3/3L	186,375	1,117,920	1.05		78,000
39	Bridge Street Bridge	Rudd Ln	Marrow Street	HM	Maintain existing link between downtown and residential area of the City.	0.14	2	2	U/C-4-N/2L	U/C-4-N/2L	5,979	462	0.23		12,600
55	Fort Eustis Blvd Bridge Replacements over Lee Hall Reservoir	Warwick Blvd	I-64	NN	Maintenance Bridge Replacement	0.82	4	4	U/PA-1-Y/4L	U/PA-1-Y/4L	85,444	42,640	0.92		41,900
70	Warwick Blvd Bridge Replacement over Lake Maury	Gatewood Road	J. Clyde Morris Blvd	NN		0.30	5	5	U/MA-2-Y/4L	U/MA-2-Y/4L	139,917	18,900	0.71		36,000
71	Washington Avenue Bridge Replacement over Northrop Grumman Railroad Spur	39th Street	41st Street	NN	Maintenance Bridge Replacement	0.10	3	3	U/C-3-N/4L	U/C-3-N/4L	1,520	750	0.27		22,700
88	High Street (Churchland Bridge)	Shenadoah Street	High Point Drive	POR	Replacement of 60 year old bridge on State route due to structural condition	0.50	2	2	U/PA-3-P/4L	U/PA-3-P/4L	314,286	17,500	0.85		38,300
89	MLK Freeway extension to I-464	I-264	I-464	POR	Most viable alternate for 3rd river crossing to supplement Midtown and Downtown tunnels and high rise bridge	6.91	0	4	U/MA-2-P/2L	U/F-3/2L	241,842	518,250		1.10	
97	Kings Highway Bridge	Governors Wharf	Lighthouse Drive	SUF	Provides river crossing on new alignment to replace bridge that was demolished previously due to delapidated condition	0.75	0	2	-	RU/C-1-P/2L	93,942	13,500		0.90	
107	Route 17 (Bridge Rd)	Crittenden Road	Bennets Pasture Road	SUF	Provides widening of existing bridge by addition of two lanes to address congestion in the urban growth area	0.77	2	4	U/PA-1-Y/2L	U/PA-1-Y/4L	322,872	33,880	0.90		21,000
148	Lesner Bridge	East Stratford Road	Vista Circle	VB		0.58	4	4	U/PA-2-Y/4L	U/PA-2-Y/4L	916,102	23,780	0.94		42,800
198	Third Crossing: East-West Bridge-Tunnel Connector & Craney Island Connector	I-564	I-664 & VA-164	Multi		9.20	0	4	-	U/F-T/4L	962,748	804,899		1.36	

Project ID	Project Name	From	To	Parallel Facility	Parallel Facility From	Parallel Facility To	Existing Capacity Parallel Facility	Change in Forecast V/C from Existing V/C	Forecasted V/C Ratio	Forecasted V/C Ratio Parallel Facility	Future Capacity	Existing ADT	Existing ADT Parallel Facility	Total Crashes Per MVT in Past 3 Years	Total Crashes Per MVT in Past 3 Years Parallel Facility	Jurisdictional Average Crash Rate (Per Million VMT)	Future ADT	Future ADT Parallel Facility
196	HRBT/I-64 (6-lane)	Mallory Street	I-64 / I-564 Junction						1.08		109,000	102,172		1.40		1.16	118,000	
4	HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction						0.83		150,000	102,172		1.40		1.16	124,000	
9	Midtown Tunnel / MLK Fwy extension	Hampton Blvd	I-264					-37%	0.67		75,000	35,751		1.47		2.52	50,000	
14	Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction						0.72		133,900	73,174		0.70		0.85	97,000	
15	Third Crossing: East-West Bridge-Tunnel Connector	I-564	I-664	HRBT	1st View	Mallory St	75,000			1.41	75,000		102,172		1.40	1.16	102,000	106,000
197	Third Crossing: Craney Island Connector and Eastern EW Tunnel Connector	VA 164	I-564	HRBT	1st View	Mallory St	75,000			1.37	75,000		102,172		1.40	1.16	97,000	103,000
195	Third Crossing: Complete Implementation	Peninsula	Southside	HRBT	1st View	Mallory St	75,000			1.25	121,000		102,172		1.40	1.16	124,000	94,000
21	Dominion Blvd	Oak Grove Connector	Cedar Road						0.83		84,800	30,480		2.06		1.75	70,000	
26	I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction						1.02		133,900	81,868		0.58		0.64	136,000	
39	Bridge Street Bridge	Rudd Ln	Marrow Street					13%	0.26		12,600	2,917		0.00		3.13	3,300	
55	Fort Eustis Blvd Bridge Replacements over Lee Hall Reservoir	Warwick Blvd	I-64					35%	1.24		41,900	38,541		1.57		2.99	52,000	
70	Warwick Blvd Bridge Replacement over Lake Maury	Gatewood Road	J. Clyde Morris Blvd					148%	1.75		36,000	25,444		3.17		2.99	63,000	
71	Washington Avenue Bridge Replacement over Northrop Grumman Railroad Spur	39th Street	41st Street					23%	0.33		22,700	6,100		7.48		2.99	7,500	
88	High Street (Churchland Bridge)	Shenadoah Street	High Point Drive					7%	0.91		38,300	32,692		1.22		1.34	35,000	
89	MLK Freeway extension to I-464	I-264	I-464	Downtown Tunnel	I-464	Effingham St	75,000			1.49	84,800		98,790		1.86	1.34	75,000	112,000
97	Kings Highway Bridge	Governors Wharf	Lighthouse Drive	Bridge Road	Bennets Pasture Road	Crittenden Road	21,000			1.71	22,600		18,815		1.11	1.73	18,000	36,000
107	Route 17 (Bridge Rd)	Crittenden Road	Bennets Pasture Road					17%	1.05		41,900	18,815		0.59		1.73	44,000	
148	Lesner Bridge	East Stratford Road	Vista Circle					2%	0.96		42,800	40,097		2.34		2.79	41,000	
198	Third Crossing: East-West Bridge-Tunnel Connector & Craney Island Connector	I-564	I-664 & VA-164	HRBT	1st View	Mallory St	75,000			1.45	75,000		102,172		1.40	1.16	87,489	109,000

								Congestion Level (30 Points)						
Project ID	Project Name	From	To	Length of Detour (miles)	Bridge or Tunnel Project? <i>Select from the Dropdown Menu: (Bridge or Tunnel)</i>	Statewide Roadway System Classification <i>Select from the Dropdown Menu:</i>	Estimated Cost of Project (YOE)	% Reduction between Existing and Future V/C Ratios		Existing V/C Ratio		Impact to Nearby Roadway		CONGESTION LEVEL TOTAL
								No Input Needed - (Existing V/C - Future V/C) / Existing V/C				No Input Needed - (Future ADT - Existing ADT)		
196	HRBT/I-64 (6-lane)	Mallory Street	I-64 / I-564 Junction	35	Tunnel Project	INTERSTATE	\$3,000,000,000	20.5%	4.11	1.36	10.00	15,828	5.28	19.39
4	HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	35	Tunnel Project	INTERSTATE	\$4,000,000,000	39.3%	7.86	1.36	10.00	21,828	7.28	25.14
9	Midtown Tunnel / MLK Fwy extension	Hampton Blvd	I-264	7	Tunnel Project	PRIMARY	\$1,300,000,000	36.6%	7.32	1.05	10.00	14,249	4.75	22.07
14	Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	26	Tunnel Project	INTERSTATE	\$2,461,582,899	16.0%	3.21	0.86	5.00	23,826	7.94	16.15
15	Third Crossing: East-West Bridge-Tunnel Connector	I-564	I-664	20	Tunnel Project	INTERSTATE	\$2,185,000,000	0.0%	0.00	1.36	10.00	102,000	10.00	20.00
197	Third Crossing: Craney Island Connector and Eastern EW Tunnel Connector	VA 164	I-564	20	Tunnel Project	INTERSTATE	\$2,133,600,000	0.0%	0.00	1.36	10.00	97,000	10.00	20.00
195	Third Crossing: Complete Implementation	Peninsula	Southside	20	Tunnel Project	INTERSTATE	\$5,392,587,901	8.0%	1.60	1.36	10.00	124,000	10.00	21.60
21	Dominion Blvd	Oak Grove Connector	Cedar Road	10	Bridge Project	PRIMARY	\$435,000,000	46.1%	9.22	1.53	10.00	39,520	10.00	29.22
26	I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	6	Bridge Project	INTERSTATE	\$1,080,000,000	3.2%	0.65	1.05	10.00	54,132	10.00	20.65
39	Bridge Street Bridge	Rudd Ln	Marrow Street	1	Bridge Project	URBAN	\$1,874,800	0.0%	0.00	0.23	0.00	383	0.13	0.13
55	Fort Eustis Blvd Bridge Replacements over Lee Hall Reservoir	Warwick Blvd	I-64	4	Bridge Project	URBAN	\$6,000,000	0.0%	0.00	0.92	5.00	13,459	4.49	9.49
70	Warwick Blvd Bridge Replacement over Lake Maury	Gatewood Road	J. Clyde Morris Blvd	4	Bridge Project	URBAN	\$6,500,000	0.0%	0.00	0.71	0.00	37,556	10.00	10.00
71	Washington Avenue Bridge Replacement over Northrop Grumman Railroad Spur	39th Street	41st Street	0	Bridge Project	URBAN	\$1,500,000	0.0%	0.00	0.27	0.00	1,400	0.47	0.47
88	High Street (Churchland Bridge)	Shenadoah Street	High Point Drive	9	Bridge Project	URBAN	\$29,000,000	0.0%	0.00	0.85	5.00	2,308	0.77	5.77
89	MLK Freeway extension to I-464	I-264	I-464	5	Bridge Project	PRIMARY	\$883,000,000	0.0%	0.00	1.10	10.00	75,000	10.00	20.00
97	Kings Highway Bridge	Governors Wharf	Lighthouse Drive	16	Bridge Project	URBAN	\$90,000,000	0.0%	0.00	0.90	5.00	18,000	6.00	11.00
107	Route 17 (Bridge Rd)	Crittenden Road	Bennets Pasture Road	25	Bridge Project	URBAN	\$60,000,000	0.0%	0.00	0.90	5.00	25,185	8.40	13.40
148	Lesner Bridge	East Stratford Road	Vista Circle	22	Bridge Project	URBAN	\$89,640,600	0.0%	0.00	0.94	5.00	903	0.30	5.30
198	Third Crossing: East-West Bridge-Tunnel Connector & Craney Island Connector	I-564	I-664 & VA-164	20	Tunnel Project	INTERSTATE	\$2,931,600,000	0.0%	0.00	1.36	10.00	87,489	10.00	20.00

				Infrastructure Condition (20 Points)							System Continuity and Conne	
Project ID	Project Name	From	To	FOR BRIDGES ONLY (Leave Blank for Tunnels)		FOR TUNNELS ONLY (Leave Blank for Bridges)				INFRASTRUCTURE CONDITION TOTAL	Degree of Regional Impact	
				What is the Bridge Sufficiency Rating? (0 -100)		How Old is the Tunnel in the Horizon Year? Manual Entry:	When was the last major repair (\$5 million or more) completed as it relates to the horizon year? Manual Entry	Costs for Necessary Repairs/ Upgrades in the Horizon Year? Manual Entry			Select from the Dropdown Menu: Regional, Multi-Jurisdictional, or Local	
196	HRBT/I-64 (6-lane)	Mallory Street	I-64 / I-564 Junction		0.00	77	32	70.5	9.68	9.68	Regional	10.00
4	HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction		0.00	77	32	70.5	9.68	9.68	Regional	10.00
9	Midtown Tunnel / MLK Fwy extension	Hampton Blvd	I-264		0.00	72	72	100	15.05	15.05	Regional	10.00
14	Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction		0.00	42	42	25	4.13	4.13	Regional	10.00
15	Third Crossing: East-West Bridge-Tunnel Connector	I-564	I-664		0.00	42	42	25	4.13	4.13	Regional	10.00
197	Third Crossing: Craney Island Connector and Eastern EW Tunnel Connector	VA 164	I-564		0.00	42	42	25	4.13	4.13	Regional	10.00
195	Third Crossing: Complete Implementation	Peninsula	Southside		0.00	42	42	25	4.13	4.13	Regional	10.00
21	Dominion Blvd	Oak Grove Connector	Cedar Road	49.6	20.00				0.00	20.00	Regional	10.00
26	I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	59	10.00				0.00	10.00	Regional	10.00
39	Bridge Street Bridge	Rudd Ln	Marrow Street	45.8	20.00				0.00	20.00	Local	3.50
55	Fort Eustis Blvd Bridge Replacements over Lee Hall Reservoir	Warwick Blvd	I-64	69	10.00				0.00	10.00	Regional	10.00
70	Warwick Blvd Bridge Replacement over Lake Maury	Gatewood Road	J. Clyde Morris Blvd	32.8	20.00				0.00	20.00	Regional	10.00
71	Washington Avenue Bridge Replacement over Northrop Grumman Railroad Spur	39th Street	41st Street	19.9	20.00				0.00	20.00	Local	3.50
88	High Street (Churchland Bridge)	Shenadoah Street	High Point Drive	30	20.00				0.00	20.00	Multi-Jurisdictional	6.75
89	MLK Freeway extension to I-464	I-264	I-464	0	20.00				0.00	20.00	Regional	10.00
97	Kings Highway Bridge	Governors Wharf	Lighthouse Drive	0	20.00				0.00	20.00	Local	3.50
107	Route 17 (Bridge Rd)	Crittenden Road	Bennets Pasture Road	68	10.00				0.00	10.00	Multi-Jurisdictional	6.75
148	Lesner Bridge	East Stratford Road	Vista Circle	34.9	20.00				0.00	20.00	Regional	10.00
198	Third Crossing: East-West Bridge-Tunnel Connector & Craney Island Connector	I-564	I-664 & VA-164		0.00	42	42	25	4.13	4.13	Regional	10.00

Activity (10 Points)														
Project ID	Project Name	From	To	SYSTEM CONTINUITY & CONNECTIVITY TOTAL	Critical Crash Ratio (Actual Crash Ratio / Average Jurisdictional Crash Ratio)		Improvement to Incident Management or Evacuation Routes?		Diversion Impact Due to Failure		SAFETY AND SECURITY TOTAL	Total Cost (\$) /VMT		COST EFFECTIVENESS TOTAL
							Select from the Dropdown Menu: (Yes/No)		No Input Needed - (Existing ADT * Detour Length) + Existing Detour Route VMT			No Input Needed - (Estimated Cost/ 2034 Daily VMT)		
196	HRBT/I-64 (6-lane)	Mallory Street	I-64 / I-564 Junction	10.00	1.21	0.93	Yes	3.00	5,677,483	2.50	6.43	\$2,734	14.39	14.39
4	HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	10.00	1.21	0.93	Yes	3.00	5,677,483	2.50	6.43	\$2,699	14.42	14.42
9	Midtown Tunnel / MLK Fwy extension	Hampton Blvd	I-264	10.00	0.58	0.00	Yes	3.00	598,336	2.50	5.50	\$10,359	8.03	8.03
14	Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	10.00	0.82	0.00	Yes	3.00	3,608,268	2.50	5.50	\$1,188	15.00	15.00
15	Third Crossing: East-West Bridge-Tunnel Connector	I-564	I-664	10.00	1.21	0.93	Yes	3.00	3,002,748	2.50	6.43	\$4,120	13.23	13.23
197	Third Crossing: Craney Island Connector and Eastern EW Tunnel Connector	VA 164	I-564	10.00	1.21	0.93	Yes	3.00	2,902,748	2.50	6.43	\$2,749	14.38	14.38
195	Third Crossing: Complete Implementation	Peninsula	Southside	10.00	1.21	0.93	Yes	3.00	3,442,748	2.50	6.43	\$1,292	15.00	15.00
21	Dominion Blvd	Oak Grove Connector	Cedar Road	10.00	1.18	0.80	Yes	3.00	741,458	2.50	6.30	\$928	15.00	15.00
26	I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	10.00	0.91	0.00	Yes	3.00	677,583	2.50	5.50	\$966	15.00	15.00
39	Bridge Street Bridge	Rudd Ln	Marrow Street	3.50	0.00	0.00	No	0.00	8,896	1.00	1.00	\$4,058	13.28	13.28
55	Fort Eustis Blvd Bridge Replacements over Lee Hall Reservoir	Warwick Blvd	I-64	10.00	0.53	0.00	No	0.00	239,608	1.75	1.75	\$141	15.00	15.00
70	Warwick Blvd Bridge Replacement over Lake Maury	Gatewood Road	J. Clyde Morris Blvd	10.00	1.06	0.27	No	0.00	241,693	1.75	2.02	\$344	15.00	15.00
71	Washington Avenue Bridge Replacement over Northrop Grumman Railroad Spur	39th Street	41st Street	3.50	2.50	4.50	No	0.00	3,350	1.00	5.50	\$2,000	15.00	15.00
88	High Street (Churchland Bridge)	Shenadoah Street	High Point Drive	6.75	0.91	0.00	Yes	3.00	608,514	2.50	5.50	\$1,657	15.00	15.00
89	MLK Freeway extension to I-464	I-264	I-464	10.00	1.39	1.75	Yes	3.00	616,842	2.50	7.25	\$1,704	15.00	15.00
97	Kings Highway Bridge	Governors Wharf	Lighthouse Drive	3.50	0.64	0.00	No	0.00	381,942	2.50	2.50	\$6,667	11.11	11.11
107	Route 17 (Bridge Rd)	Crittenden Road	Bennets Pasture Road	6.75	0.34	0.00	Yes	3.00	793,247	2.50	5.50	\$1,771	15.00	15.00
148	Lesner Bridge	East Stratford Road	Vista Circle	10.00	0.84	0.00	Yes	3.00	1,798,236	2.50	5.50	\$3,770	13.53	13.53
198	Third Crossing: East-West Bridge-Tunnel Connector & Craney Island Connector	I-564	I-664 & VA-164	10.00	1.21	0.93	Yes	3.00	2,712,528	2.50	6.43	\$3,642	13.63	13.63

				Land Use Compatibility (10 Points)			Modal Enhancements (5 Points)							UTILITY TOTAL
Project ID	Project Name	From	To	Is the Project Compatible with Existing Land Use Patterns and Future Plans/Development?		LAND USE COMPATIBILITY TOTAL	How many additional dedicated facilities for alternative modes does the project include?		Does the Project Improve Vehicular Access to:		Unimpeded Commercial Maritime/Rail Traffic?		MODAL ENHANCEMENTS TOTAL	
				Select from the Dropdown Menu: (Compatible and Officially Documented, Compatible but Not Officially Documented, or Not Compatible)			Select from the Dropdown Menu: (0, 1, 2, or 3+)		Select from the Dropdown Menu: (Yes and Regional, Yes but Not Regional, or No)		Select from the Dropdown Menu: (Yes/No)			
196	HRBT/I-64 (6-lane)	Mallory Street	I-64 / I-564 Junction	Compatible but Not Officially Documented	5.00	5.00	0 Enhancements	0.00	Yes and Regional	2.00	Yes	1.50	3.50	68.00
4	HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Compatible but Not Officially Documented	5.00	5.00	1 Enhancement	0.50	Yes and Regional	2.00	Yes	1.50	4.00	75.00
9	Midtown Tunnel / MLK Fwy extension	Hampton Blvd	I-264	Compatible and Officially Documented	10.00	10.00	0 Enhancements	0.00	Yes and Regional	2.00	Yes	1.50	3.50	74.00
14	Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	Yes and Regional	2.00	Yes	1.50	4.00	65.00
15	Third Crossing: East-West Bridge-Tunnel Connector	I-564	I-664	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	Yes and Regional	2.00	Yes	1.50	4.00	68.00
197	Third Crossing: Craney Island Connector and Eastern EW Tunnel Connector	VA 164	I-564	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	Yes and Regional	2.00	Yes	1.50	4.00	69.00
195	Third Crossing: Complete Implementation	Peninsula	Southside	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	Yes and Regional	2.00	Yes	1.50	4.00	71.00
21	Dominion Blvd	Oak Grove Connector	Cedar Road	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	Yes and Regional	2.00	Yes	1.50	4.00	95.00
26	I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	Yes and Regional	2.00	Yes	1.50	4.00	75.00
39	Bridge Street Bridge	Rudd Ln	Marrow Street	Compatible and Officially Documented	10.00	10.00	2 Enhancements	1.00	No	0.00	No	0.00	1.00	49.00
55	Fort Eustis Blvd Bridge Replacements over Lee Hall Reservoir	Warwick Blvd	I-64	Compatible and Officially Documented	10.00	10.00	0 Enhancements	0.00	No	0.00	Yes	1.50	1.50	58.00
70	Warwick Blvd Bridge Replacement over Lake Maury	Gatewood Road	J. Clyde Morris Blvd	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	No	0.00	No	0.00	0.50	68.00
71	Washington Avenue Bridge Replacement over Northrop Grumman Railroad Spur	39th Street	41st Street	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	No	0.00	Yes	1.50	2.00	56.00
88	High Street (Churchland Bridge)	Shenadoah Street	High Point Drive	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	No	0.00	No	0.00	0.50	64.00
89	MLK Freeway extension to I-464	I-264	I-464	Compatible and Officially Documented	10.00	10.00	0 Enhancements	0.00	Yes and Regional	2.00	Yes	1.50	3.50	86.00
97	Kings Highway Bridge	Governors Wharf	Lighthouse Drive	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	No	0.00	Yes	1.50	2.00	60.00
107	Route 17 (Bridge Rd)	Crittenden Road	Bennets Pasture Road	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	Yes but not Regional	1.00	Yes	1.50	3.00	64.00
148	Lesner Bridge	East Stratford Road	Vista Circle	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	Yes but not Regional	1.00	No	0.00	1.50	66.00
198	Third Crossing: East-West Bridge-Tunnel Connector & Craney Island Connector	I-564	I-664 & VA-164	Compatible and Officially Documented	10.00	10.00	1 Enhancement	0.50	Yes and Regional	2.00	Yes	1.50	4.00	68.00

				Economic Vitality (100 Points)							
Project ID	Project Name	From	To	Total Reduction in Regional Travel Time		Labor Market Access?: (a) Travel Time Reliability, (b) Increased Access for High Density Employment Areas			Addresses the Needs of Basic Sector Industries?		
				Select from the Dropdown Menu: (Very High, High, Medium, Low, Very		(a) Select from the Dropdown Menu: (High, Medium High, Medium, Medium Low,	(b) Select from the Dropdown Menu: (Very High, High, Medium, Low)		Defense Access		Will the project significantly reduce travel time for trips to major tourism areas? Select from the Dropdown Menu: (High, Medium, Low)
									Will the project significantly reduce travel time for trips to major military bases? Select from the Dropdown Menu:	Is the project part of STRAHNET Select from the Dropdown Menu: (Yes/No)	
196	HRBT/I-64 (6-lane)	Mallory Street	I-64 / I-564 Junction	Very High	30.00	High	very high	20.00	high	Yes	high
4	HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	Very High	30.00	High	very high	20.00	high	Yes	high
9	Midtown Tunnel / MLK Fwy extension	Hampton Blvd	I-264	High	20.00	High	High	17.00	high	Yes	high
14	Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	High	20.00	High	High	17.00	High	Yes	High
15	Third Crossing: East-West Bridge-Tunnel Connector	I-564	I-664	High	20.00	High	very high	20.00	high	Yes	High
197	Third Crossing: Craney Island Connector and Eastern EW Tunnel Connector	VA 164	I-564	Very High	30.00	High	very high	20.00	high	Yes	High
195	Third Crossing: Complete Implementation	Peninsula	Southside	Very High	30.00	High	very high	20.00	high	Yes	High
21	Dominion Blvd	Oak Grove Connector	Cedar Road	Medium	10.00	Medium High	Medium	11.00	low	Yes	Medium
26	I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	High	20.00	High	very high	20.00	high	Yes	high
39	Bridge Street Bridge	Rudd Ln	Marrow Street	Very Low	0.00	None	Low	0.00	Low	No	Low
55	Fort Eustis Blvd Bridge Replacements over Lee Hall Reservoir	Warwick Blvd	I-64	Low	5.00	Medium	Medium	9.00	Low	Yes	Low
70	Warwick Blvd Bridge Replacement over Lake Maury	Gatewood Road	J. Clyde Morris Blvd	Low	5.00	Low	Low	2.00	Low	No	Low
71	Washington Avenue Bridge Replacement over Northrop Grumman Railroad Spur	39th Street	41st Street	Very Low	0.00	Low	Low	2.00	Low	No	Low
88	High Street (Churchland Bridge)	Shenadoah Street	High Point Drive	Low	5.00	Medium Low	Low	4.00	Low	Yes	Low
89	MLK Freeway extension to I-464	I-264	I-464	Very High	30.00	Medium Low	very high	14.00	high	No	high
97	Kings Highway Bridge	Governors Wharf	Lighthouse Drive	Low	5.00	Medium Low	Low	4.00	Low	No	Low
107	Route 17 (Bridge Rd)	Crittenden Road	Bennets Pasture Road	Medium	10.00	Medium Low	Medium	7.00	Low	Yes	Low
148	Lesner Bridge	East Stratford Road	Vista Circle	Medium	10.00	Medium High	High	15.00	Medium	Yes	High
198	Third Crossing: East-West Bridge-Tunnel Connector & Craney Island Connector	I-564	I-664 & VA-164	High	20.00	High	Very High	20.00	high	Yes	High

Project ID	Project Name	From	To	Will the project significantly reduce travel time for trips to ports? Select from the Dropdown Menu: (High, Medium, Low)		Increased Opportunity?			ECONOMIC VITALITY TOTAL	Percentage of Funding Committed?		Is the project included in the currently adopted LRTP?	
						Provides New or Increased Access Opportunities? Select from the Dropdown Menu: (New Opportunity, Increased	Supports Plans for Future Growth? Select from the Dropdown Menu: (Yes, No)			(Manual Entry %)		Select from the Dropdown Menu: (Yes/No)	
196	HRBT/I-64 (6-lane)	Mallory Street	I-64 / I-564 Junction	high	30.00	Increased Opportunity	Yes	15.00	95.00	0%	0.00	No	0.00
4	HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	high	30.00	Increased Opportunity	Yes	15.00	95.00	60%	30.00	No	0.00
9	Midtown Tunnel / MLK Fwy extension	Hampton Blvd	I-264	high	30.00	Increased Opportunity	Yes	15.00	82.00	100%	50.00	Yes	10.00
14	Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	High	30.00	Increased Opportunity	Yes	15.00	82.00	1%	0.50	Yes	10.00
15	Third Crossing: East-West Bridge-Tunnel Connector	I-564	I-664	High	30.00	New Opportunity	Yes	20.00	90.00	8%	4.00	Partial	5.00
197	Third Crossing: Craney Island Connector and Eastern EW Tunnel Connector	VA 164	I-564	High	30.00	New Opportunity	Yes	20.00	100.00	17%	8.50	Partial	5.00
195	Third Crossing: Complete Implementation	Peninsula	Southside	High	30.00	New Opportunity	Yes	20.00	100.00	7%	3.50	Partial	5.00
21	Dominion Blvd	Oak Grove Connector	Cedar Road	low	9.00	Increased Opportunity	Yes	15.00	45.00	80%	40.00	Yes	10.00
26	I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	high	30.00	Increased Opportunity	Yes	15.00	85.00	0%	0.00	No	0.00
39	Bridge Street Bridge	Rudd Ln	Marrow Street	Low	0.00	No Additional Opportunity	No	0.00	0.00	100%	50.00	No	0.00
55	Fort Eustis Blvd Bridge Replacements over Lee Hall Reservoir	Warwick Blvd	I-64	Low	4.00	No Additional Opportunity	Yes	10.00	28.00	100%	50.00	No	0.00
70	Warwick Blvd Bridge Replacement over Lake Maury	Gatewood Road	J. Clyde Morris Blvd	Low	0.00	No Additional Opportunity	Yes	10.00	17.00	100%	50.00	No	0.00
71	Washington Avenue Bridge Replacement over Northrop Grumman Railroad Spur	39th Street	41st Street	Low	0.00	No Additional Opportunity	No	0.00	2.00	100%	50.00	No	0.00
88	High Street (Churchland Bridge)	Shenadoah Street	High Point Drive	Low	4.00	No Additional Opportunity	Yes	10.00	23.00	75%	37.50	No	0.00
89	MLK Freeway extension to I-464	I-264	I-464	high	26.00	New Opportunity	Yes	20.00	90.00	0%	0.00	No	0.00
97	Kings Highway Bridge	Governors Wharf	Lighthouse Drive	Low	0.00	New Opportunity	Yes	20.00	29.00	100%	50.00	No	0.00
107	Route 17 (Bridge Rd)	Crittenden Road	Bennets Pasture Road	Low	4.00	Increased Opportunity	Yes	15.00	36.00	100%	50.00	No	0.00
148	Lesner Bridge	East Stratford Road	Vista Circle	Low	17.00	No Additional Opportunity	Yes	10.00	52.00	25%	12.50	Yes	10.00
198	Third Crossing: East-West Bridge-Tunnel Connector & Craney Island Connector	I-564	I-664 & VA-164	High	30.00	New Opportunity	Yes	20.00	90.00	13%	6.50	Partial	5.00

				Project Viability (100 Points)							Grand Total for Utility	Economic Vitality Total	Grand Total Score
Project ID	Project Name	From	To	Project Readiness? Select from the Dropdown Menu:						PROJECT VIABILITY TOTAL SCORE			
				Percentage of Project Design Complete? (Manual Entry %)	Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)	Are additional environmental permits obtained? (Yes/No/Not Needed)					
196	HRBT/I-64 (6-lane)	Mallory Street	I-64 / I-564 Junction	0%	Partial	No	None	No	7.50	8	68	95	171
4	HRBT/I-64 (8-lane)	I-64 / I-664 Coliseum Junction	I-64 / I-564 Junction	0%	Partial	No	None	No	7.50	38	75	95	208
9	Midtown Tunnel / MLK Fwy extension	Hampton Blvd	I-264	10%	Full	Yes	None	Yes	26.00	86	74	82	242
14	Third Crossing: I-664 Widening	I-64 / I-664 Coliseum Junction	I-64 / I-664 Bowers Hill Junction	10%	Full	Yes	None	No	21.00	32	65	82	179
15	Third Crossing: East-West Bridge-Tunnel Connector	I-564	I-664	0%	Full	Yes	None	No	20.00	29	68	90	187
197	Third Crossing: Craney Island Connector and Eastern EW Tunnel Connector	VA 164	I-564	0%	Full	Yes	None	No	20.00	34	69	100	203
195	Third Crossing: Complete Implementation	Peninsula	Southside	10%	Full	Yes	None	No	21.00	30	71	100	201
21	Dominion Blvd	Oak Grove Connector	Cedar Road	80%	Full	Yes	Partial	No	30.50	81	95	45	221
26	I-64 Southside Widening (includes High-Rise Bridge replacement)	I-64 / I-464 Junction	I-64 / I-664 Bowers Hill Junction	0%	None	No	None	No	0.00	0	75	85	160
39	Bridge Street Bridge	Rudd Ln	Marrow Street	30%	None	No	None	No	3.00	53	49	0	102
55	Fort Eustis Blvd Bridge Replacements over Lee Hall Reservoir	Warwick Blvd	I-64	20%	Full	Yes	Partial	Not Needed	29.50	80	58	28	166
70	Warwick Blvd Bridge Replacement over Lake Maury	Gatewood Road	J. Clyde Morris Blvd	0%	None	No	None	No	0.00	50	68	17	135
71	Washington Avenue Bridge Replacement over Northrop Grumman Railroad Spur	39th Street	41st Street	0%	None	No	Partial	No	2.50	53	56	2	111
88	High Street (Churchland Bridge)	Shenadoah Street	High Point Drive	0%	Partial	No	None	No	7.50	45	64	23	132
89	MLK Freeway extension to I-464	I-264	I-464	0%	None	No	None	No	0.00	0	86	90	176
97	Kings Highway Bridge	Governors Wharf	Lighthouse Drive	0%	None	No	None	No	0.00	50	60	29	139
107	Route 17 (Bridge Rd)	Crittenden Road	Bennets Pasture Road	0%	None	No	None	No	0.00	50	64	36	150
148	Lesner Bridge	East Stratford Road	Vista Circle	100%	Full	Yes	Partial	No	32.50	55	66	52	173
198	Third Crossing: East-West Bridge-Tunnel Connector & Craney Island Connector	I-564	I-664 & VA-164	0%	Full	Yes	None	No	20.00	32	68	90	190

Background Information - Transit Projects									Existing Usage and/or Prospective Ridership (20 Points)			System Continuity and Connectivity (20 Points)				
Project ID	Project Name	From	To	Jurisdiction <i>(Primary)</i> Select from the Dropdown Menu:	Estimated Annual Ridership	Length <i>(miles)</i>	Estimated Total Capital Cost of Project (Annualized)	Estimated Total Operating Cost of Project (Annualized)	Useage/ Ridership?		EXISTING USAGE AND/OR PROSPECTIVE RIDERSHIP TOTAL	Degree of Regional Impact		Does the Project Improve Vehicular Access to:		SYSTEM CONTINUITY & CONNECTIVITY TOTAL
									MANUAL INPUT: Passengers Per Day			Select from the Dropdown Menu: Regional, Multi-Jurisdictional, or Local		Select from the Dropdown Menu: (Yes and Regional, Yes but Not Regional, or No)		
54	Fast Ferry Service	Newport News	Naval Station Norfolk and Norfolk Waterside	NN	285,675	14.00	\$1,200,000	\$6,300,000	975	1.47	1.47	Regional	9.00	Yes and Regional	11.00	20.00
67	Peninsula Fixed Guideway Transit Project (A1 Alignment)	Newport News City Hall	Denbigh Blvd	NN	1,221,810	12.50	\$30,800,000	\$10,000,000	4,170	6.84	6.84	Multi-Jurisdictional	6.00	Yes but not Regional	5.50	11.50
68	Peninsula Fixed Guideway Transit Project (A3 Alignment)	Christopher Newport University	Huntington Pointe	NN	1,101,680	7.30	\$20,300,000	\$11,900,000	3,760	6.15	6.15	Regional	9.00	Yes but not Regional	5.50	14.50
81	Naval Station Norfolk Fixed Guideway Transit Project	Newtown Road	Naval Station Norfolk	NOR	3,360,710	12.00	\$43,130,000	\$27,988,000	11,470	19.11	19.11	Regional	9.00	Yes and Regional	11.00	20.00
176	VB Fixed Guideway Transit Project	Norfolk CL @ LRT terminus	Oceanfront	VB	3,483,770	11	\$54,200,000	\$11,600,000	11,890	19.82	19.82	Regional	9.00	Yes and Regional	11.00	20.00

Background Information - Transit				User Benefit (15 Points)				Land Use Compatibility (15 Points)				Cost Effectiveness (15 Points)			Air Quality (10 Points)	
Project ID	Project Name	From	To	Annual Travel Time Savings per Rider (Hours/Rider)	Is the Project New?		USER BENEFIT TOTAL	Is the Project Compatible with Existing Land Use Patterns and Future Plans/Development?		LAND USE COMPATIBILITY TOTAL	(Annualized Capital Cost + Annualized Operating Costs) / Annual Riders		COST EFFECTIVENESS TOTAL	Emissions Reduced Per Year?		AIR QUALITY TOTAL
				MANUAL INPUT: Annual Travel Time Savings (Hours per Year) / Estimated Annual Ridership	Select from the Dropdown Menu: (Yes/No)			Select from the Dropdown Menu: (Compatible and Officially Documented, Compatible but Not Officially Documented, or Not Compatible)			No Input Needed - (Estimated Capital Cost + Estimated Operating Cost) / Estimated Annual Ridership			MANUAL INPUT: Emissions Reduced Annually (Tons)		
54	Fast Ferry Service	Newport News	Naval Station Norfolk and Norfolk Waterside	0.58	Yes	13.70	13.70	Compatible and Officially Documented	15.00	15.00	\$26.25	7.92	7.92	20,000	1.00	1.00
67	Peninsula Fixed Guideway Transit Project (A1 Alignment)	Newport News City Hall	Denbigh Blvd	0.19	Yes	7.85	7.85	Compatible and Officially Documented	15.00	15.00	\$33.39	5.54	5.54	40,000	2.00	2.00
68	Peninsula Fixed Guideway Transit Project (A3 Alignment)	Christopher Newport University	Huntington Pointe	0.54	Yes	13.10	13.10	Compatible and Officially Documented	15.00	15.00	\$29.23	6.92	6.92	40,000	2.00	2.00
81	Naval Station Norfolk Fixed Guideway Transit Project	Newtown Road	Naval Station Norfolk	0.34	Yes	10.10	10.10	Compatible and Officially Documented	15.00	15.00	\$21.16	9.61	9.61	208,240	10.00	10.00
176	VB Fixed Guideway Transit Project	Norfolk CL @ LRT terminus	Oceanfront	0.13	Yes	6.95	6.95	Compatible and Officially Documented	15.00	15.00	\$18.89	10.37	10.37	210,967	10.00	10.00

Background Information - Transit				Enhances Other Categories (5 Points)			Economic Vitality (100 Points)						
Project ID	Project Name	From	To	How many additional dedicated facilities for alternative modes does the project include?		ENHANCES OTHER CATEGORIES TOTAL	Labor Market Access?: a) Increased Access for Major Employment Centers, b) Increased Travel Time Reliability, c) Increased Frequency of Service, d) Access to Institutions for Higher Education?					Addresses the Needs of Basic Sector Industries	
				Select from the Dropdown Menu: (0, 1, 2, or 3+)			Increased Access for Major Employment Centers Manual Input: (Multiples greater than the regional high density employment center average)	Increased Travel Time Reliability Select from the Dropdown Menu: (Yes/No)	Increased Frequency of Service Select from the Dropdown Menu : (Yes/No)	Access to Institutions for Higher Education: Select from the Dropdown Menu: (Yes/No)		Provides or Improves Access for Defense Installations Select Range from the Dropdown Menu.	Increases Access for High Density Tourist (HDT) Destinations Select from the Dropdown Menu: (HDT within 1/4 Mile with Employment > 15,000, HDT wihtin 1/2 Mile with Employment > 7,500, HDT within 1/2 Mile with Employment < 7,500)
54	Fast Ferry Service	Newport News	Naval Station Norfolk and Norfolk Waterside	2 Categories	3.50	3.50	90988	Yes	Yes	Yes	26.83	< 0.25 Miles	HDT within 1/4 Mile, Employment > 15,000
67	Peninsula Fixed Guideway Transit Project (A1 Alignment)	Newport News City Hall	Denbigh Blvd	3+ Categories	5.00	5.00	94127	Yes	Yes	Yes	27.19	≥ 0.5 Miles	HDT within 1/2 Mile, Employment < 7,500
68	Peninsula Fixed Guideway Transit Project (A3 Alignment)	Christopher Newport University	Huntington Pointe	3+ Categories	5.00	5.00	64613	Yes	Yes	Yes	0.00	≥ 0.5 Miles	HDT within 1/2 Mile, Employment > 7,500
81	Naval Station Norfolk Fixed Guideway Transit Project	Newtown Road	Naval Station Norfolk	3+ Categories	5.00	5.00	189472	Yes	Yes	Yes	38.08	< 0.25 Miles	HDT within 1/4 Mile, Employment > 15,000
176	VB Fixed Guideway Transit Project	Norfolk CL @ LRT terminus	Oceanfront	3+ Categories	5.00	5.00	201291	Yes	Yes	Yes	39.43	< 0.25 Miles	HDT within 1/4 Mile, Employment > 15,000

Background Information - Transit												Pro				
Project ID	Project Name	From	To		Increased Opportunity			Economic Distress Factors			ECONOMIC VITALITY TOTAL	Percentage of Funding Committed?		Is the project included in the currently adopted LRTP?		Percentage of Project Design Complete? (Manual Entry %)
					Provides New Access to the Network <i>Select from the Dropdown Menu: (Yes/No)</i>	Supported by Plans for Increased Density and Economic Activity <i>Select from the Dropdown Menu: (Designated Strategic Growth Area, Planning Supports Increased Density)</i>		Access to Areas with High Unemployment <i>Select from the Dropdown Menu: (Yes/No)</i>	Access to Low Income Areas <i>Select from the Dropdown Menu: (Yes/No)</i>			(Manual Entry %)		<i>Select from the Dropdown Menu: (Yes/No)</i>		
54	Fast Ferry Service	Newport News	Naval Station Norfolk and Norfolk Waterside	20.00	Yes	Designated Strategic Growth Area	20.00	No	No	0.00	66.83	0%	0.00	No	0.00	0%
67	Peninsula Fixed Guideway Transit Project (A1 Alignment)	Newport News City Hall	Denbigh Blvd	0.00	Yes	Planning Supports Increased Density	15.00	Yes	Yes	15.00	57.19	0%	0.00	No	0.00	0%
68	Peninsula Fixed Guideway Transit Project (A3 Alignment)	Christopher Newport University	Huntington Pointe	5.00	Yes	Designated Strategic Growth Area	20.00	Yes	Yes	15.00	40.00	0%	0.00	Yes	10.00	0%
81	Naval Station Norfolk Fixed Guideway Transit Project	Newtown Road	Naval Station Norfolk	20.00	Yes	Planning Supports Increased Density	15.00	Yes	Yes	15.00	88.08	0%	0.00	Yes	10.00	0%
176	VB Fixed Guideway Transit Project	Norfolk CL @ LRT terminus	Oceanfront	20.00	Yes	Designated Strategic Growth Area	20.00	Yes	Yes	15.00	94.43	5%	2.50	Yes	10.00	5%

Background Information - Transit ject Viability (100 Points)										GRAND TOTAL FOR UTILITY	ECONOMIC VITALITY TOTAL	GRAND TOTAL SCORE
Project ID	Project Name	From	To	Project Readiness? Select from the Dropdown Menu:					PROJECT VIABILITY TOTAL SCORE			
				Are Environmental Documents Complete? (Full, Partial, None)	Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtaned and Utilities Coordinated? (Full, Partial, None)	Are additional environmental permits obtained? (Yes/No/Not Needed)					
54	Fast Ferry Service	Newport News	Naval Station Norfolk and Norfolk Waterside	None	No	None	No	0.00	0	63	67	130
67	Peninsula Fixed Guideway Transit Project (A1 Alignment)	Newport News City Hall	Denbigh Blvd	None	No	None	No	0.00	0	54	57	111
68	Peninsula Fixed Guideway Transit Project (A3 Alignment)	Christopher Newport University	Huntington Pointe	None	No	None	No	0.00	10	63	40	113
81	Naval Station Norfolk Fixed Guideway Transit Project	Newtown Road	Naval Station Norfolk	None	No	None	No	0.00	10	89	88	187
176	VB Fixed Guideway Transit Project	Norfolk CL @ LRT terminus	Oceanfront	Partial	No	Partial	No	10.50	23	87	94	204

Background Information - Intermodal Projects									Better Accommodates Intermodal Movements (30 Points)		
Project ID	Project Name	From	To	Purpose of Project	Jurisdiction (Primary) Select from the Dropdown Menu:	Length (miles)	2034 VMT	Daily Estimated Cost of Project (YOE)	Degree of Conflict for the Intermodal Movements		BETTER ACCOMMODATES INTERMODAL MOVEMENTS TOTAL
									Select from the Dropdown Menu: (Conflict Free Intermodal Movements, Limited Conflict Intermodal Movements, or Intermodal Movements Conflict)		
75	Hampton Blvd (Route 337) Interchange - Int'l Terminal Blvd	Trouville Ave/Portor St	Hampton Blvd		NOR	0.18	6,480	\$203,563,008	Conflict Free Intermodal Movements	30.00	30.00
87	Craney Island Access Road	VA 164 and Median Rail	Craney Island Marine Terminal with Interchange and Connection to Elizabeth River Crossing	Provides access to Craney Island Port Facility and is part of the Third Crossing Project	POR	2.00	4,000	\$460,000,000	Conflict Free Intermodal Movements	30.00	30.00
94	Finney Ave Flyover	Pinner St	Route 13/337 E Washington St	Provides grade seperated crossing of existing railroad in core downtown area	SUF	0.50	4,000	\$25,000,000	Conflict Free Intermodal Movements	30.00	30.00

Background Information				Improves Rail or Vehicular Access (30 Points)			Cost Effectiveness (25 Points)			Enhances Other Categories (15 Points)			
Project ID	Project Name	From	To	Does the Project Improve Vehicular Access to:		IMPROVES RAIL OR VEHICULAR ACCESS TOTAL	Total Cost (\$) / VMT		COST EFFECTIVENESS TOTAL	How Many Other Modes of Transportation Does the Project Provide Access To?		ENHANCES OTHER CATEGORIES TOTAL	Total Reduction in Regional Travel Time
				Select from the Dropdown Menu: (Yes and Regional, Yes but Not Regional, or No)			No Input Needed - (Estimated Cost/ 2034 Daily VMT)			Select from the Dropdown Menu: (0, 1, 2, or 3+)			Select from the Dropdown Menu: (High, Medium, Low, Very Low)
75	Hampton Blvd (Route 337) Interchange - Int'l Terminal Blvd	Trouville Ave/Portor St	Hampton Blvd	Yes but not Regional	15.00	15.00	\$31,414.04	0.00	0.00	3+ Categories	15.00	15.00	Low
87	Craney Island Access Road	VA 164 and Median Rail	Craney Island Marine Terminal with Interchange and Connection to Elizabeth River Crossing	Yes and Regional	30.00	30.00	\$115,000.00	0.00	0.00	3+ Categories	15.00	15.00	Low
94	Finney Ave Flyover	Pinner St	Route 13/337 E Washington St	Yes but not Regional	15.00	15.00	\$6,250.00	19.10	19.10	2 Categories	10.00	10.00	Low

BacEconomic Vitality (100 Points)													
Project ID	Project Name	From	To		Labor Market Access?: (a) Travel Time Reliability, (b) Increased Access for High Density Employment Areas			Impacts on Truck Movements		Addresses the Needs of Basic Sector Industries?			
					(a) Select from the Dropdown Menu: (High, Medium, Low)	(b) Select from the Dropdown Menu: (Yes, No)		Select from the Dropdown Menu: (High, Medium, Low)		Increases Access to the Port? Select from the Dropdown Menu: (Yes/No)	Improves Flow of Freight Rail? Select from the Dropdown Menu: (Yes/No)	Increases Access to Airports? Select from the Dropdown Menu: (Yes/No)	
75	Hampton Blvd (Route 337) Interchange - Int'l Terminal Blvd	Trouville Ave/Portor St	Hampton Blvd	5.00	Medium	No	10.00	High	15.00	Yes	No	No	5.00
87	Craney Island Access Road	VA 164 and Median Rail	Craney Island Marine Terminal with Interchange and Connection to Elizabeth River Crossing	5.00	None	No	0.00	High	15.00	Yes	Yes	No	10.00
94	Finney Ave Flyover	Pinner St	Route 13/337 E Washington St	5.00	Medium	No	10.00	None	0.00	No	Yes	No	5.00

Back								Project Viability					
Project ID	Project Name	From	To	Increased Opportunity?			ECONOMIC VITALITY TOTAL	Percentage of Funding Committed?		Is the project included in the currently adopted LRTP?		Select	
				Provide New or Increased Access? <i>Select from the Dropdown Menu:</i> (New Access or Expanded Capability)	Supports Plans for Future Growth? <i>Select from the Dropdown Menu:</i> (Yes, No)			(Manual Entry %)		Select from the Dropdown Menu: (Yes/No)		Percentage of Project Design Complete? (Manual Entry %)	Are Environmental Documents Complete? (Full, Partial, None)
75	Hampton Blvd (Route 337) Interchange - Int'l Terminal Blvd	Trouville Ave/Portor St	Hampton Blvd	Expanded Capability	Yes	20.00	55.00	0%	0.00	No	0.00	0%	None
87	Craney Island Access Road	VA 164 and Median Rail	Craney Island Marine Terminal with Interchange and Connection to Elizabeth River Crossing	New Access	Yes	30.00	60.00	50%	25.00	Yes	10.00	10%	Full
94	Finney Ave Flyover	Pinner St	Route 13/337 E Washington St	New Access	Yes	30.00	50.00	0%	0.00	Yes	10.00	0%	None

Bac(100 Points)									GRAND TOTAL FOR UTILITY	ECONOMIC VITALITY TOTAL	GRAND TOTAL SCORE
Project ID	Project Name	From	To	Project Readiness? ct from the Dropdown Menu:				PROJECT VIABILITY TOTAL SCORE			
				Are Environmental Decisions Obtained? (Yes/No)	Is ROW Obtained and Utilities Coordinated? (Full, Partial, None)	Are additional environmental permits obtained? (Yes/No/Not Needed)					
75	Hampton Blvd (Route 337) Interchange - Int'l Terminal Blvd	Trouville Ave/Portor St	Hampton Blvd	No	None	No	0.00	0	60	55	115
87	Craney Island Access Road	VA 164 and Median Rail	Craney Island Marine Terminal with Interchange and Connection to Elizabeth River Crossing	No	Partial	No	18.50	54	75	60	189
94	Finney Ave Flyover	Pinner St	Route 13/337 E Washington St	No	None	Not Needed	5.00	15	74	50	139